





## To Let.

**MARINE HOUSE, QUEEN'S ROAD.**  
East—GROUND FLOOR, consisting of OFFICES, COMPTROLLER'S QUARTERS, and GODOWNS.  
West—A RESIDENCE, with Business Accommodation, complete.  
Gas and Water laid on.  
Each of these Premises can be Let in whole or in apartments.  
Apply to **E. R. BELLIOS,**  
Hongkong, March 11, 1879. apl

## TO LET.

**GREEN MOUNT,**  
Possession on or before 15th May.  
Apply to **GILMAN & Co.,**  
Hongkong, March 4, 1879.

## TO LET.

**PORTION of a HOUSE,** very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.  
Apply to **LANDSTEIN & Co.,**  
Hongkong, February 4, 1879.

## TO LET.

**OFFICES on the FIRST FLOOR,** No. 8, QUEEN'S ROAD.  
Apply to **J. NOBLE,**  
No. 8, Queen's Road.  
Hongkong, March 13, 1879. apl3

## TO LET.

**IN the Houses on MARINE LOT 65,** formerly known as the Blue Houses, situate on Praya East.  
**FIRST FLOORS of Nos. 2 and 4, Praya East.**  
Also,  
A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.  
Apply to **MEYER & Co.,**  
Hongkong, March 4, 1879.

## TO BE LET.

**THE SPACIOUS PREMISES** lately occupied by Messrs OLYPHANT & Co., comprising: DWELLING HOUSE, with GODOWNS, TEA and SILK ROOMS attached.  
For Particulars, apply to **EDWARD DAVIS,**  
Canton.  
Canton, March 12, 1879. apl2

## TO BE LET.

**TWO Excellent—STONE-FLOORED GODOWNS,** on Marine Lot No. 10, Praya Central.  
Apply to **TURNER & Co.,**  
Hongkong, August 1, 1878.

## TO LET.

**FIRST-CLASS OFFICES and GODOWNS,** Nos. 54 and 60, Praya Central.  
Apply to **WO HANG,**  
Nos. 6 and 7, Praya West.  
Hongkong, January 2, 1879.

## NOTICES OF FIRMS.

## NOTICE.

**THE INTEREST and RESPONSIBILITY of Mr. F. GROBIEN in our Firm CEASES To-day.**  
**SANDER & Co.,**  
Hongkong, March 1, 1879. apl

## NOTICE.

**THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASES on the 3rd December last.**  
**M. CHARLES VINCENT SMITH** is admitted a Partner from this Date.  
**RUSSELL & Co.,**  
Hongkong, January 1, 1879. apl

## NOTICE.

**THE INTEREST and RESPONSIBILITY of the Undersigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASES from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.**  
**OHON AYIN,**  
Hongkong, April 6, 1878.

## NOTICE.

**IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. LEONG YOOK CHUI, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.**  
**KONG CHIEH,**  
Leasee of the Hongkong Chinese Mail.  
Hongkong, April 4, 1878.

## Mails.



**STEAM FOR**  
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;  
ALSO  
BOMBAY, MADRAS, AND CALCUTTA, VIA BOMBAY.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship BOKHARA, Captain I. ORMAN,** will leave this on SATURDAY, the 29th March, at Noon.

Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to **A. MOLLER, Superintendent,**  
Hongkong, March 18, 1879. ma29

## Accidental &amp; Oriental Steam Ship Company.

**TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,**

**IN CONNECTION WITH THE CENTRAL**

**AND**

**UNION PACIFIC AND CONNECTING RAILROAD COMPANIES**

**AND**

**ATLANTIC STEAMERS.**

**THE S. S. GAELIC** will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same to be required.

A REDUCTION is made on RETURN PASSENGER TICKETS.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

**G. B. EMORY, Agent.**  
Hongkong, March 17, 1879. apl

## U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP COMPANY.**

**THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.**

**THE U. S. Mail Steamer ALASKA** will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th April, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m. of 14th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 3, Praya Central.

**RUSSELL & Co., Agents.**  
Hongkong, March 21, 1879. apl5

## FOR SALE.

**NOW READY.**

**A CHINESE DICTIONARY IN THE CANTONESE DIALECT.** Parts I. and II., A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITEL, Ph.D., Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

## HONG LISTS.

**Circular, large sheet.**

**THE AMENDED HONG LIST,** in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

## INSURANCES.

**ROYAL INSURANCE COMPANY.**  
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.  
**MELOERS & Co.,**  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

**LANCASHIRE INSURANCE COMPANY.**  
(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNHOLD, KARBBERG & Co.,**  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.

**AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.**

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

**JAS. B. COUGHTRIE,**  
Secretary.

Hongkong, November 1, 1871.

## THE LONDON ASSURANCE.

**INCORPORATED BY ROYAL CHARTER**

**of**

**His Majesty King George The First, A. D. 1720.**

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**

Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**

Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**  
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 " Reserve Fund upwards of £250,000 " Annual Income £120,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, October 15, 1868.

**SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.**

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

**MEYER & Co.,**  
Hongkong, February 10, 1879.

**THE SCOTTISH IMPERIAL INSURANCE COMPANY.**

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against FIRE on Buildings and on Goods to the extent of £50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

**MEYER & Co.,**  
Hongkong, August 13, 1878.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co.,**  
Agents,  
Hongkong, July 8, 1878.

## INSURANCES.

**CHINESE INSURANCE COMPANY, (LIMITED.)**

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

**J. BRADLEE SMITH,**  
General Agent.  
Hongkong, December 9, 1878.

**QUEEN FIRE INSURANCE COMPANY.**

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

**WASHING BOOKS.**  
(In English and Chinese.)

**WASHERMAN'S BOOKS,** for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

**CHINA MAIL Office.**

## Intimations.

**GEORGE PHILIP DARK (DECEASED.)**

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

**H. F. HANCE,**  
Acting Consul.  
Canton, Feb. 25, 1879.

## NOTICE TO MARINERS.

No. 98.

**CHINA SEA.**

**SHANGHAI DISTRICT—WOOSUNG RIVER.**

**WOOSUNG INNER BAR SIGNALS.**

NOTICE is hereby given that on and after the 31st March, 1879, Geographical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs,

**GERALD E. WELLESLEY,**  
Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	South Yard-arm.	North Yard-arm.	Depth of water in feet on Bar.	South Yard-arm.	North Yard-arm.
10	▲	◆	17½	◆	◆
10½	▲	◆	18	◆	◆
11	▲	◆	18½	◆	◆
11½	▲	◆	19	◆	◆
12	▲	◆	19½	◆	◆
12½	▲	◆	20	◆	◆
13	▲	◆	20½	◆	◆
13½	▲	◆	21	◆	◆
14	▲	◆	21½	◆	◆
14½	▲	◆	22	◆	◆
15	▲	◆	22½	◆	◆
15½	▲	◆	23	◆	◆
16	▲	◆	23½	◆	◆
16½	▲	◆	24	◆	◆
17	▲	◆	24½	◆	◆

## NOTICE TO MARINERS.

No. 99.

**CHINA SEA.**

**PEIHO RIVER—TIENTSIN DISTRICT.**

**TAKU BAR LIGHT.**

NOTICE is hereby given that on the 9th Instant, the Hulk "Aden" sank at her moorings outside the Taku Bar, in 8 fathoms at low water springs.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs,

**GERALD E. WELLESLEY,**  
Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 14th March, 1879. ma28

## SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.  
Hongkong, July 25, 1878.

## Intimations.

**THE FOLKLORE OF CHINA;**  
BY  
**N. B. DENNY, Ph.D.**

THE following are selected from numerous notices which have appeared in the London, Continental and Eastern papers:—

Dr. Denny has done good service in bringing together and presenting in readable form the hitherto scattered contributions to Chinese Folklore—*Times*.

A very important addition to Folklore literature—*Athenaeum*.

The book is entertaining and adds a good deal to the facts of comparative mythology—*Pall Mall Budget*.

A worthy pendant to Archdeacon Gray's valuable volumes—*Graphic*.

A very amusing and very instructive book—*Spectator*.

Adds useful testimony to curious information—*Ill. London News*.

Full of curious interest to the general reader and of valuable material for the ethnological philosopher—*British Quarterly Review*.

We are indebted to Dr. Denny for a welcome addition to all existing stores of popular superstitions—*John Bull*.

A work which merits attention as being to a large extent sui generis—*Globe*.

An interesting and important work. Printed on fine paper it will be a book for the boudoir as well as for the servant—*Naval and Military Gazette*.

Mr. Denny's book shows us that man is the same at bottom whether his skin be yellow or white—*London Quarterly Review*.

We can promise the special student a rich fund of matter on a very interesting subject—*Printing Times*.

Contains some very curious illustrations of Chinese superstitions—*London and China Express*.

Deserving of careful reading. Throws much light on the study of comparative mythology—(*Shanghai*) *Celestial Empire*.

Dr. Denny has contributed not a little to exhibit the inner life and mode of thought of the Chinese people—*North China Herald*.

Amusing and instructive enough to command a ready sale—*Hongkong Daily Press*.

The book is one for the general reader: thoroughly readable and entertaining from beginning to end—*China Mail*.

A book of reference to the student and a light and pleasant volume—*Shanghai Courier*.

Abounding with entertaining and interesting matter—*Japan Mail*.

Pleasantly written and instructive—*Straits Times*.

We trust the author will continue his interesting researches. He has produced a very interesting and valuable volume even if he has not established his theory—*New York Nation*.

Representative of the interest and importance of the study of folklore—*London Tablet*.

We may thank Mr. Denny for treating the subject with broad ideas and from a high plane—*New York Evening Post*.

Dr. Denny appears to have done his work with great thoroughness—*Australasian*.

Nous avons gré à l'auteur de la peine qu'il s'est donnée à recueillir des matériaux importants—*La République française* (Paris).

Il volume del signor Denny è di quelli che non si leggono, ma si divorano—*Revista di Roma*.

Indispensable to the student of the very instructive subject of Folklore—*Dublin University Magazine*.

For Sale by Messrs. LANE, CRAWFORD & Co.  
Hongkong, Jan. 11, 1879. [lwillap79]

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.



## Intimations.

CROSSE & BLACKWELL'S  
CELEBRATED OILMEN'S STORES.

Nine Prize Medals, Paris, Vienna, and Philadelphia.

PICKLES AND SAUCES,  
JAMS AND JELLIES,  
ORANGE-MARMALADE,  
TART FRUITS, DESSERT FRUITS,  
PURE SALAD OIL,  
MUSTARD, VINEGAR,  
ROTTED MEATS AND FISH,  
FRESH SALMON AND HERRINGS,  
HERRINGS A LA SARDINE,  
YARMOUTH BLOATERS,  
BLACKWALL WHITEBAIT,  
PREPARED SOUPS, IN TINS,  
PRESERVED VEGETABLES,  
HAMS AND BACON, IN TINS,  
PRESERVED CHEESE,  
OXFORD AND CAMBRIDGE SAUSAGES,  
BOLOGNA SAUSAGES,  
YORKSHIRE GAME AND PORK PIES,  
TONGUES, GAME, POULTRY,  
PLUM PUDDINGS,  
LEA AND PERRINS' WORCESTERSHIRE  
SAUCE.

Fresh supplies of the above, and numerous other table delicacies, may be had from most Storekeepers.

## CAUTION.

To prevent the fraud of refilling the bottles or jars they should invariably be destroyed when empty. Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

All genuine goods bear the names of Crosse & Blackwell on the Labels, Corks and Capsules of the Bottles, Jars and Tins.

CROSSE & BLACKWELL,  
FURVEYORS TO THE QUEEN,  
SOHO SQUARE, LONDON.

THE GREATEST  
WONDER OF MODERN TIMES!

## HOLLOWAY'S PILLS

Long experience has proved these famous remedies to be most effectual in curing either the dangerous maladies or the lighter complaints which are more particularly incidental to the life of a miner, or to those living in the bush.

## HOLLOWAY'S OINTMENT

Is the most effectual remedy for old sores, wounds, ulcers, rheumatism, and skin diseases in fact, what used according to the printed directions, it never fails to cure skin, deep and superficial ailments.

These Medicines may be obtained from all respectable Druggists and Storekeepers throughout the civilised world, with directions for use in almost every language.

They are prepared only by the Proprietor, Thomas Holloway, 233, Oxford Street, London.

\* Beware of counterfeits that may emanate from the United States.

HIGHEST AWARD & PRIZE MEDAL PHILADELPHIA EXHIBITION, 1876.

OAKLEY'S  
WELLINGTON KNIFE POLISH

PREPARED EXPRESSLY FOR THE PATENT KNIFE CLEANING MACHINES, RUBBER AND BUFF LEATHER KNIFE BOARDS, KNIVES CONSTANTLY CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL TO NEW CUTLERY. PACKETS 25, EACH; AND TINS, 60, 10, 25 AND 50 EACH.

OAKLEY'S  
INDIA RUBBER KNIFE BOARDS

PREVENT FRICTION IN CLEANING AND INJURY TO THE KNIFE. OAKLEY'S WELLINGTON KNIFE POLISH SHOULD BE USED WITH HIS BOARDS.

OAKLEY'S  
SILVERSMITHS SOAP

(NON-MERCURIAL), AND POLISHING SILVER, ELECTRO-PLATE, PLATE GLASS, &c. TABLETS 50, EACH.

OAKLEY'S  
WELLINGTON BLACK LEAD

IN SOLID BLOCKS—15, 20, 25, 40, EACH, & 15, BOXES.

## JOHN OAKLEY &amp; SONS

WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

NOTICE.

FROM and after the Chinese New Year's day (February 17, 1879) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

China Mail Office.

## Intimations.



CLIMATIC DEBILITY.

THE WEAK MADE STRONG.

NEWMAN'S EXTRACT OF MALT. Prepared from the finest Scotch Malt, being non-fermented and free from Spirit, as certified by Dr. Hassall and other Analytical Chemists.

It is strongly recommended by the faculty, and extensively used in the principal Hospitals, and is particularly valuable in all cases of Constitutional and Climatic Debility, as well as being a most agreeable and efficient substitute for Cod Liver Oil. It is also very strongly recommended to be taken instead of Wine or Beer between meals, as it imparts immediate strength, assists digestion, and produces appetite, and it may be freely taken by total abstainers without any misgivings as to its exciting or intoxicating effects.

DIRECTIONS.—A Wine-glassful twice or three times a day. The Extract should be kept lying down in a cool place.

Copies of the Original Testimonials from Physicians and the Public can be forwarded upon application to the Manufacturer.

Sold by all Chemists, and by the Manufacturer, C. H. NEWMAN, Dagmar House, East Margate.

Local Agents: Messrs. A. S. WATSON & Co., Hongkong.

4jan79 1w 1f

Dysentery, Cholera, Fever, Ague, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S

## CHLORODYNE

(Ex Army Med. Staff)

IS THE ORIGINAL AND ONLY

GENUINE.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. Collis Browne was undoubtedly the Inventor of Chlorodyne, that the story of the Defendant, Freeman, being the Inventor was deliberately untrue; which he regretted had been sworn to. Eminent Hospital Physicians of London stated that Dr. J. Collis Browne was the discoverer of Chlorodyne; that they prescribe it largely, and mean no other than Dr. Browne's. See Times, July 12, 1864.

The public, therefore, are cautioned against using any other than

DR. J. COLLIS BROWNE'S CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effects and wonderful cures, while medical men extol its virtues most extensively.

Chlorodyne is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

Chlorodyne is the best remedy known for coughs, consumption, bronchitis, asthma.

Chlorodyne effectually checks and arrests those too often fatal diseases—diphtheria, fever, croup, ague.

Chlorodyne acts like a charm in diarrhoea, and is the only specific in cholera and dysentery.

Chlorodyne effectually cuts short all attacks of epilepsy, hysteria, palpitations and spasms.

Chlorodyne is the only palliative in neuralgia, rheumatism, gout, cancer, toothache, meningitis, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne. See Lancet, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (December 1866) that in nearly every case of Cholera in which Dr. J. Collis Browne's CHLORODYNE was administered, the patient recovered.

Extract from the General Board of Health, London, as to its efficacy in Cholera:—"So strongly are we convinced of the immense value of this remedy, that we cannot too freely urge the necessity of adopting it in all cases."

See leading article, Pharmaceutical Journal, August 1, 1869, which states that Dr. J. Collis Browne was the inventor of Chlorodyne; that it is always right to use his preparation when Chlorodyne is ordered.

CAUTION.—None genuine without the words "Dr. J. Collis Browne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer—

J. T. DAVENPORT,

23, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s. 1d., 2s. 6d., 4s. 6d., and 11s.

4jan79 1w 26s 4jul79

NOW READY.

THE CHINESE MAIL.

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## Intimations.

JOHN & HENRY GWYNNE,  
89, CANNON STREET, & HAMMERSMITH IRON WORKS, LONDON.

MANUFACTURERS AND PATENTERS OF.

"INVINCIBLE" CENTRIFUGAL PUMP,  
AND ALSO OF  
EVERY DESCRIPTION OF MACHINE FOR COLONIAL USE,  
AND FOR RAISING WATER.

PUMPS WORKED BY STEAM POWER.  
PUMPS WORKED BY WATER POWER.  
PUMPS WORKED BY WIND POWER.  
PUMPS WORKED BY CATTLE POWER.  
PUMPS WORKED BY HAND POWER.  
TURBINE WATER WHEELS, HYDRAULIC RAMS, &c.

FULL PARTICULARS ON APPLICATION.

Catalogues can be obtained on application to the Office of this Journal.

1m79 alt. 2 1f

In consequence of spurious imitations of

LEA AND PERRINS' SAUCE,  
which are calculated to deceive the Public, Lea and Perrins  
have adopted A NEW LABEL, bearing their Signature,  
thus,

Lea & Perrins

which is placed on every bottle of WORCESTERSHIRE  
SAUCE, and without which none is genuine.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper.  
Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London,  
&c., &c.; and by Grocers and Oilmen throughout the World.

14de78 1w 52s 14de79

## THE BEST REMEDY FOR INDIGESTION.

TRADE MARK.

## NORTON'S

CAMOMILE PILLS are confidently recommended as a simple Remedy for Indigestion, which is the cause of nearly all the diseases to which we are subject, being a medicine so uniformly grateful and beneficial, that it is with justice called the "Natural Strengthening of the Human Stomach." "Norton's Pills" act as a powerful tonic, and gentle aperient; are mild in their operation, safe under any circumstances, and thousands of persons can now bear testimony to the benefits to be derived from their use, as they have been a never-failing Family Friend for upwards of 45 years. Sold in Bottles at 1s. 1d., 2s. 6d., and 11s. each, by all Medicine Vendors throughout the World.

## CAUTION.

Be sure and ask for "NORTON'S PILLS" and do not be persuaded to purchase an imitation.

## J. W. BENSON,

WATCH AND CLOCK MAKER

TO THE QUEEN AND ROYAL FAMILY,

And by Special Appointment to

H. R. H. THE PRINCE OF WALES, H. L. M. THE EMPEROR OF RUSSIA,  
THE MAHARAJAH OF BURDWAN,  
AND TO SEVERAL INDIAN PRINCES.

PRIZE MEDALS—LONDON, DUBLIN, &amp; PARIS.

BENSON'S BENSON'S BENSON'S

Watches, of every Description, suitable for all climates, from £2 to 200 guineas. Chronographs, Chronometers, Keyless Levers, Presentation, Repeater, Railway Guards', Soldiers', and Workmen's Watches of Extra Strength.

Merchants, Shippers, and Wholesale Buyers are specially invited, before sending their orders elsewhere, to obtain from the manufacturer the Illustrated Catalogues of Watches, Clocks, Chains, Jewellery, Silver, and Electro-plate, which are sent post free, as not only are the discounts liberal, but a selection can be made from the largest stock in the world.

Orders should be sent direct to the Manufacturer, Ludgate Hill.

BENSON'S PAMPHLETS ON TURKISH CLOCKS, WATCHES, CLOCKS, PLATE, and JEWELLERY sent Post Free. Watches sent safe by Post to all parts of the World.

Steam Factory and City Show Rooms—

LUDGATE HILL, LONDON.

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25, OLD BOND STREET.

Established 1749.

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THE SAFEST MILD

APERTIENT FOR DELICATE  
CONSTITUTIONS, LADIES,  
CHILDREN AND INFANTS,  
AND FOR REGULAR USE  
IN WARM CLIMATES.

THE BEST REMEDY FOR ACIDITY  
OF THE STOMACH, HEARTBURN,  
HEADACHE, GOUT AND INDIGESTION.

DINNEFORD'S FLUID  
MAGNESIA

DINNEFORD & Co., Chemists  
London,

N.B. ASK FOR DINNEFORD'S MAGNESIA.

Agents—A. S. WATSON & Co., Hongkong.

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## JOYCE'S SPORTING AMMUNITION.

ESTABLISHED 1820.

The attention of Sportsmen is invited to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S

Treble Waterproof & F 3 Quality

Percussion Caps,

Chemically-prepared Cloth and Felt Gun Wadding.

Joyce's Gas-Tight Cartridges,

For Pin-fire and Central-fire Breach-loading Guns.

Wire-Cartridges for killing Game at long distances.

And every description of Sporting Ammunition.

Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co.,

Patentees and Manufacturers,

67, Upper Thames Street, London.

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## FREDERIC ALGAR,

COLONIAL NEWSPAPER &amp; COMMISSION AGENT,

11, Clement's Lane, Lombard Street,  
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THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

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## Intimations.

GOLD MEDAL, PARIS, 1878.



## KEATING'S COUGH LOZENGES,

COUGHS, ASTHMA, BRONCHITIS, ACCUMULATION OF PHLEGM.

Composed of the purest articles. These Lozenges contain no opium nor any deleterious drug, therefore the most delicate can take them with perfect confidence. Their beneficial effect is speedy and certain. The old unfailing family remedy is daily recommended by the most eminent Physicians.

MEDICAL TESTIMONY.

July 25th, 1877.

22, Cold Harbour Lane, London.

Sir,—Your Lozenges are excellent, and their beneficial effects most reliable. I strongly recommend them in cases of Cough and Asthma. You are at liberty to state this as my opinion, formed from many years experience.

J. BRINGLOE, M.R.C.S.L., L.S.A., L.M.

Mr. T. KEATING, Indian Medical Service.

Dear Sir,—Having tried your Lozenges in India, I have much pleasure in testifying to their beneficial effects in cases of Incipient Consumption, Asthma and Bronchial Affections. I have prescribed them largely, with the best results.

W. B. G.—Apothecary, H.M.S.

KEATING'S COUGH LOZENGES are sold by all Chemists, in bottles, each having the words "Keating's Cough Lozenges" engraved on the government stamp.

60c78 1w 31mr79

## KEATING'S BON BONS OR WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTERSTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children.—SOLD IN BOTTLES BY ALL CHEMISTS.

Proprietor, THOMAS KEATING, London, Export Chemist and Druggist.

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## PERFUMERY.

J. & E. Atkinson's

WHITE ROSE and other SACHET

POWDERS, ROSE TOILET POW-

DER, TRANSPARENT SOAP.

TOILET VINEGAR.

PRIZE MEDALS—LONDON, PARIS, VIENNA, CORDOVA, LIMA, PHILADELPHIA.

Paris 1878, only Gold Medal for English Perfumery.

Sold by all first-class dealers throughout the World.

J. & E. ATKINSON,

24, Old Bond Street, London.

The genuine guaranteed by TRADE MARK

—A White Rose on a Golden Lyre.

1jun78 3

## Mr. Andrew Wind,

NEWS AGENT, &amp;c.

138, NASSAU STREET, NEW YORK;

is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

PRICE \$6.

## THE TREATY PORTS

OF

## China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH Peking, Yedo, Hongkong and Macao.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo, pp. 618. With 29 MAPS and PLANS.

by

WM. F. MATHER, N. B. DENNIS, and CHAS. KING.

COMPILED AND EDITED BY N. B. DENNIS, PH.D.



## Notices to Consignees

OCCIDENTAL & ORIENTAL S. S. COMPANY.  
NOTICE.

CONSIGNEES of Cargo per Steamship *GALICIA*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature here, and to take immediate delivery of their Goods. Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,  
Agent.

Hongkong, March 19, 1879. ma26

## NOTICE TO CONSIGNEES.

THE GERMAN BARK *JAN PETER*,  
FROM ROTTERDAM.

CONSIGNEES of Cargo by the above-named Vessel, are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, March 19, 1879. ma26

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Scotland*, Captain Atkinson, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods. Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded to Yokohama, unless Notice to the contrary be given before noon to-morrow.

RUSSELL & Co.,  
Agents.

Hongkong, March 19, 1879. ma26

FROM HAMBURG AND LONDON.

THE British Ship *Onida* having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, March 17, 1879. ma24

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *ANADYR*.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 21st instant, at 1 p.m., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 25th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, March 21, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Ex "Ava."

H. J. A. H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

Ex "Amazona."

M. F. (in diamond) No. W. P. (underneath) No. 1045, Order, 1 case Cotton, from London.

J. H. S. No. 14, Order, 1 case Hosiery, from London.

B. S. M. B. (in cross) No. 187067, Order, 2 bales Woollens, from London.

Hongkong, March 18, 1879.

Not Responsible for Debt.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NEHEMIAH GIBSON, American barque, Capt. D. Bradford—Meyer & Co.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kneale—Wieler & Co.

GOLDEN FLEET, British barque, Capt. James Wiltshire—Gillman & Co.

ONEIDA, British ship, Captain S. Clyma—Gibb, Livingston & Co.

FLEET CASTLE, British steamer, Capt. Jno. Kidder—Adamson Bell & Co.

JAN PETER, German barque, Capt. Kih. Ewert—Meyer & Co.

URANOS, Norwegian barque, Captain L. Berg—Arnholdt Karberg & Co.

OSOTIS, British barque, Captain John Hamson—Douglas Lapralle & Co.

ALICE, German steamer, Capt. Benje—Pridg.

## Intimations.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 4—Vol. VII.

OF THE  
"CHINA REVIEW"

CONTAINS—

Jottings from the Book of Rites.

Brief Sketches from the Life of K'ung-ming.

The Ballads of the Shi-king.

Translations of Chinese School-books.

The Critical Disquisitions of Wang Ch'ung.

Alchemy in China.

Appendix to Wylie's "Coins of the Ta-Ching Dynasty" "Hien Fung" Period.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

A Few Petty Additions to Dr Douglas's Dictionary.

Trouble in China.

Ancient Vases.

Inheritance.

Greeting the Spring.

Adoption.

The Term Kwal.

Mongol and Yuan-pao.

Leasehold Usage.

Chinese Coins.

Coronation of the King of Lochoo.

The Ouyang Alphabet.

Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, March 21, 1879.

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Hongkong, March 21, 1879.

## To-day's Advertisements.

## NOTICE.

Estate of JAMES GYE, Medical Attendant at the Chinese Government Coal Mine, near Kelong, Deceased.

CLAIMS against the above Estate should be lodged with the Undersigned not later than the 15th day of April, 1879.

A. FRATER,  
H. B. M.'s Consul.

H. B. M.'s Consulate,  
Tamsui, 12th March, 1879. ap1

## SHIPPING.

## ARRIVALS.

March 21, *Orange Grove*, British barque, 385, Alex. Longuir, Newcastle (N.S.W.) Jan. 5, Coal.—Geo. R. STEVENS & Co.

March 21, *Cassandra*, German steamer, 987, H. Langer, Ohefuo March 17, General.—STREMSSEN & Co.

March 22, *Hwai Yuen*, Chinese steamer, from Canton.

March 22, *Douglas*, British steamer, 864, M. Young, Foochow March 18, Amoy 19, and Swatow 21, General.—DOUGLAS LAFRAIK & Co.

March 22, *Radnorshire*, British steamer, 1274, R. Thomson, Nagasaki March 17, Coal and General.—GIBB, LIVINGSTON & Co.

March 22, *Esmeralda*, British steamer, 395, Cullen, Manila March 17, and Amoy 21, General.—RUSSELL & Co.

## DEPARTURES.

Mar. 22, *Invisible*, for Callao.

22, *Armida*, from Shanghai, for Amoy.

22, *Chinkiang*, for Shanghai.

22, *Djennah*, for Marseilles, &c.

22, *Volga*, for Yokohama.

## CLEARED.

Three Brothers, for Shanghai.

*Hwai Yuen*, for Shanghai.

*Coloma*, for Portland (Oregon).

*Namoa*, for Coast Ports.

*Flora Castle*, for Saigon.

*Juke*, for Saigon.

*Herbert Black*, for Portland (Oregon).

## PASSENGERS.

## ARRIVED.

Per *Douglas*, from Coast Ports, Messrs Algar, Benjamin, Watson, and Wilson, 2 Europeans, and 280 Chinese deck.

Per *Esmeralda*, from Manila and Amoy, Messrs E. Guilan, and A. Rocco, and 30 Chinese.

Per *Cassandra*, from Ohefuo, 6 Chinese.

## DEPARTED.

Per *Djennah*, for Saigon, Messrs Fayolle, de St. Pierre, Marianne, Mathien, Soret, Leglance, A. Luck, and Mrs Bentivigni; for Singapore, Messrs A. Costa, Jas. Feltner, A. J. Smith, Mrs. Feltner, and child, and 2 Chinese; for Marseilles, Mr. and Mrs. Drihaue, Perez y Angelo, Chaville, Findlay Urquhart, W. Mitchell, Schiren, Mgr. Guillemain, and 2 Chinese; from Shanghai: for Marseilles, Messrs John H. Vail, and Joseph Haas; from Yokohama: for Marseilles, Mr. P. Colomb.

Per *Chinkiang*, for Shanghai, 40 Chinese.

Per *Invisible*, for Callao, 20 Chinese.

## SHIPPING REPORTS.

The German steamer *Cassandra* reports: Experienced N.E. winds and fine weather throughout.

The British steamer *Douglas* reports: Left Foochow on Tuesday the 18th March, Amoy 19th, and Swatow 21st. Had strong monsoon and squally weather to Swatow. Stopped near wreck of S. S. *Yesso* at 6 a.m. on Thursday morning, but seeing she was mostly under water and that no assistance could be rendered, proceeded towards Swatow. Experienced moderate monsoon and cloudy from Swatow to port. In Foochow: H. M. S. *Sheldrake*, U. S. S. *Ranger*, S. S. *Tah Yew*, and *Europe*. In Amoy: U. S. S. *Far-hoo*, and S. S. *Peking*. In Swatow: S. S. *Thales*, *Chafon*, and *Yotung*. Passed a steamer off Haitan bound north probably a Glen liner. Passed a steamer at 1.30 a.m. this day off Chelang Point bound N.E., and a French man-of-war off Nin-pun.

The British steamer *Radnorshire* reports: Strong N.E. winds and heavy sea. On the whole very fine passage.

The British steamer *Esmeralda* reports: Left Manila on the 17th. Had fine weather to the North end of Luzon. Thence to Amoy strong Northerly winds with high sea. Left Amoy on the 21st, had light monsoon and fine weather throughout the passage.

## CARGO.

Per S. S. *Djennah*, called 22nd March, 1879:—For Continent, 1,158 bales Silk, 88 bales Waste Silk, 8 cases Silks, and 739 pigs. Sundries; for London, 868 bales Silk, 51 bales Cocoons, 10 cases Silks, 687 boxes Tea, 303 pigs. Sundries, 10 cases Gold (Tis. 223,800), and 21 cases Treasure (\$89,000).

## POST OFFICE NOTICES.

## MAILS will close:—

For SHANGHAI.—

Per *Hwai Yuen*, at 9 a.m. To-morrow, the 23rd inst.

For MANILA.—

Per *Atalanta*, at 11.30 a.m. on Monday, the 24th inst.

For YOKOHAMA & HIOGO.—

Per *Scotland*, at 11.30 a.m. on Monday, the 24th inst., instead of as previously notified.

For TAKAO AND YOKOHAMA.—

Per *Esperanza*, at 11.30 a.m. on Monday, the 24th inst.

For HOIHOW & HAIPHONG, (with Mails for Pakhoi and Hanoi).—

Per *Atalanta*, at 5 p.m. on Monday, the 24th inst.

For BANGKOK.—

Per *Rajamahendraswar*, at 4.30 p.m. on Tuesday, the 25th inst.

For SAIGON.—

Per *Panama*, at 4.30 p.m. on Tuesday, the 25th inst.

For SAIGON.—

Per *Yamaguchi*, at 5.30 p.m. on Thursday, the 27th inst.

## POST OFFICE NOTICES.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Bokhara*, will be despatched on SATURDAY, the 23rd inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Amazona* will be despatched on SATURDAY, the 23rd inst., with Mails to and through the United Kingdom and Europe via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Alaska* will be despatched on TUESDAY, the 15th April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, March 21, 1879. ap15

## HOURS OF CLOSING

## THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—

5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.—

7 a.m.—Post-Office opens.

10 a.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—then the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—*Namoa* leaves for Coast Ports.

Daylight.—*Anadyr* leaves for Shanghai.

RELIGIOUS SERVICES:—

S. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Revd. R. Hayward Kidd, Colonial Chaplain. Morning Service 11, Evening 4. Holy Communion on the first Sunday in the month. Thursday, at 6 p.m., Evening Prayer and Sermon.

Military Service.—Rev. J. Henderson, officiating Military Chaplain. At 8 a.m. Morning Prayer, &c. Holy Communion on the second and fourth Sunday in the month.

UNION CHURCH.—Morning Service, at 11 a.m. Afternoon, 6 p.m.—Divine Service in Chinese, 2-3 p.m. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Eitel.

ST. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson. Service at 6 p.m., every Sunday and Wednesday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor F. Kitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

ST. JOSEPH'S CHURCH, Garden Road.—In the morning, Mass at 8 o'clock.



## LOCAL AND GENERAL.

The next ENGLISH MAIL may be expected here about Sunday next, the 23rd inst., by the P. & O. steamer *Khiva*.  
The next AMERICAN MAIL may be expected here about the 9th or 10th April, by the P. M. steamer *Alaska*.  
The next AUSTRALIAN MAIL (Torres Straits) may be expected here about Tuesday next, the 25th inst., by the E. A. steamer *Bowen*.

The Rev. H. Friend, of Canton, will preach to-morrow at both Services at Union Church.

There will be a Parade and Inspection of Volunteer and Government Fire Brigades at the Central Fire Brigade Station at 4 p.m. of Tuesday, the 25th instant.

The case of *Buxoo v. P. P. de Rozario* was continued to-day before Mr Justice Snowden. Mr Holmes appearing for the plaintiff and Mr Denny for the defendant. It was a suit to compel the performance of a contract alleged to have been entered into between the parties for the sale of a piece of land at Kowloon. The case was adjourned sine die.

We understand H. E. Kwoh Sungtao is not staying at Government House. His headquarters are on board the steamer, but he will stay on shore at a private hotel to receive Chinese visitors. H. E. the Governor returned the Ambassador's visit to-day at half-past eleven, accompanied by Mr Fryer, who acted as interpreter for the *ex-Lajon*. He leaves to-morrow morning.

There are no signs of a start being made with the much-talked-of New Hospital, but Dr. Wherry is at all events making the most he can of the miserable apology for an hospital he has got at West Point, which is now assuming quite a smart and orderly appearance, both inside and out.

As an indication of the value of land in Hongkong and a proof that its price is not decreasing (especially in some districts), may be quoted the sale to-day by Messrs Lane, Crawford & Co. of inland lot 178. The lot fronts Wellington, Graham, and Gutzlaff Streets, and measures about 2,775 square feet; and as it fetched the handsome sum of \$10,200, the price may roughly be set down as about \$3.75 per square foot. We understand the purchaser was Chinese, and that there were bets made and lost, that the ground would not fetch more than \$9,000. The second lot advertised was not sold.

A RIFLE match took place this afternoon at Kowloon, between the Hongkong Volunteers, the prize being a Martini-Henri rifle. There was a large field of contestants; and several spectators were on the spot to witness the match. Sergeant Whitehead allowed 9 points to all comers, and Gunner Orley 6. The shooting was exceedingly good throughout. We give the eight highest scores, which include all above 80 points, but there were several who were close up to that number:—

Gunner Orley	54
Sergeant Whitehead	48
Gunner Marks	38
McWaters	38
Sergeant Wingrove	37
Gunner Hazeland	35
King	34
Goldsmith	30

The prize therefore fell to Gunner Orley, who was loudly cheered by those present.

H.M.S. *Iron Duke* was docked yesterday at Aberdeen successfully. In the afternoon a sad accident occurred whereby one man (a Chinaman) lost his life and one of the davits making fast some gear, when he lost his balance and fell. In his descent he struck a cooile, who was employed on a stage alongside the vessel, and the two fell to the bottom of the dock. The Chinaman was taken up quite dead, and the seaman very severely injured, having several bones broken. An inquest was held on the body of the Chinaman this afternoon, a report of which will be found below.

The usual fortnightly Entertainment will be held at the Temperance Hall, 14 and 16, Stanley Street, on Monday evening, commencing at the usual hour, 8 p.m. A nominal charge of 20 cents will be made for civilians, all others free. The following is the programme:—

- 1.—Piano Solo, *Don Pasquale*.
- 2.—Song, *The Boat*.
- 3.—Recitation, *St. George's*.
- 4.—Song, *The Boat*.
- 5.—Song, *The Boat*.
- 6.—Song, *The Boat*.
- 7.—Piano Solo, *The Boat*.
- 8.—Song, *The Boat*.
- 9.—Song, *The Boat*.
- 10.—Song, *The Boat*.
- 11.—Song, *The Boat*.
- 12.—Reading, *The Boat*.

We note from the *Daily Review* that the Rev. James A. Kerr, M.A., late of Rangoon, was, on the 21st January, inducted to the charge of Livingston Free Church, Lindisburgh, vacant through the resignation of the Rev. John Saunders.

M.A., B.D., to Melrose. The call was unanimous, and the *Review* says "this promises to be a most harmonious settlement." At the close of the service, Mr Bain received a cordial welcome from the members of the Presbytery present. They and their friends dined together that day. Mr John Wilson of Alderston, who presided, in the name of the congregation gave a hearty welcome to the new minister. The Rev. R. Saunders, B.D., Melrose, and the Rev. D. Taylor, West Calder, bore testimony to Mr Bain's distinguished career at the university, and to the high esteem in which he was held by his fellow-students in the New College, by whom he was elected president of the Missionary Society. In the evening a soiree was held in the church, which was well filled. The Rev. Donald Taylor occupied the chair. Mr Adam Robertson, New Calder, in name of the congregation, presented their new pastor with a copy of Alford's Greek Testament and Augustine's works.

This following is the order of Service at St. John's Cathedral, Hongkong, 4th Sunday in Lent, 23rd March, 1879:—

Morning Prayer and Sermon, at 11.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Genesis, xlii.; Second Lesson, Luke, i. to verse 26; Venite, No. 1 Monk; Psalms, Nos. 125 and 126, Monk; Te Deum, Nos. 152 and 153, Monk; Benedicite, No. 128, Monk; Anthem, Hymn No. 111, "O sacred head, surrounded," Hymn, "O Lord, turn not thy face from me," No. 93. Evening Prayer and Sermon, at 4.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Genesis, xlii.; Second Lesson, 1 Corinthians, xiv. to v. 20; Psalm, No. 131, Monk; Venite, No. 1 Monk; Psalms, Nos. 125 and 126, Monk; Te Deum, Nos. 152 and 153, Monk; Benedicite, No. 128, Monk; Anthem, Hymn No. 111, "O sacred head, surrounded," Hymn, "O Lord, turn not thy face from me," No. 93. Forty days and forty nights, No. 82; Second Hymn, "The day is past and over," No. 21.

To-day, the 62nd anniversary of the natal day of the German Emperor, is being celebrated by our German friends with due enthusiasm, their patriotic feelings being given the more free vent to, in view of the now complete recovery of His Majesty from the recent severe shock to his system.

Wilhelm I, the 1st Emperor of Germany of the House of Hohenzollern, and King of Prussia, was born March 22nd, 1797, therefore completes to-day his 82nd year, and is thus the oldest of the present monarchs. The second son of King Friedrich Wilhelm III of Prussia, and of Princess Louise of Mecklenburg-Strelitz, he was educated for the military career, and took part in the campaigns of 1813 and 1814 against France; Governor of the Province of Pomerania, 1840; Military Governor of the Rhine Province, 1849-57; appointed Regent of Prussia during the illness of his brother, Jan. 2, 1861. Commander-in-chief of the German armies in the war against France, July, 1870 to March 1871. Proclaimed Emperor of Germany at Versailles, January 18th, 1871. His election was by vote of the Reichstag of the North German Confederation, on the initiative of all the reigning princes of Germany. Since the creation of the Imperial dignity by Charlemagne, crowned "Kaiser" at Rome, on Christmas-day in the year 800 there have been fifty-five Emperors of Germany, the average of whose reigns has been 16 years. The present Emperor's life and rule now extend beyond that term; and, no doubt, to-day many a hearty wish goes forth that he may long reign over his people. He married, June 13th, 1829, Augusta, Empress of Germany and Queen of Prussia, born September 30th, 1811, the daughter of the late Grand-Duke Karl Friedrich of Saxe-Weimar, and two years afterwards was born the present heir-apparent, Prince Friedrich Wilhelm; Field-Marshal in the army of Prussia.

A CRICKET MATCH was played to-day—Club v. Officers of Army and Navy—which was won in the first innings by the Club, they scoring 69 to the officers 59. The best score of the day was 38 in the second innings by S. M. Munro. The play does not appear on the face of it very brilliant, but this was owing to the excellent fielding and bowling displayed on both sides; the bowling of A. K. Travers for the Club, and Lieut. Saunders for the Officers, being excellent. Below we give the scores:—

Club	1st Inn.	2nd Inn.
Dunman b. Saunders	7	2
Hynes b. w. Stebbing	9	5
Yull b. Saunders	13	8
Munro, run out	7	38
Travers b. Stebbing	0	0
Wodehouse b. Saunders	15	0
Anton b. Stebbing	1	0
Hughes et. Saunders b. Stebbing	5	4
Darby b. Saunders	0	0
Thuraby, not out	2	0
Extras	10	5
Totals	69	58

Friend b. Travers, 12; Stebbing b. Travers, 11; Bridges b. Travers, 8; Stanforth b. Travers, 14; Saunders b. Darby b. Travers 5; Haynes b. Travers, 4; Bennett b. Travers, 0; Purdon b. Darby b. Travers, 6; Tunnard b. Travers, 0; Young, not out, 0; Extras, 8.

We understand that some change has taken place in the arrangement of the duties of the Indian and Chinese portion of the Police force, and that in future, instead of doing their eight hours' duty in two periods of four hours, they are now doing it in eight consecutive hours. This arrangement, it is stated, will enable this number of men on duty from 10 p.m. to 6 a.m. to be increased. The arrangement is said to have satisfied a little grumbling amongst them, but we cannot see that they are called upon to suffer any hardship in the matter. Policemen at home have to do

many hours' duty, and why not Chinese and Indians here, who are in their own latitude? With Europeans it is different. Six hours' duty is trying enough in such weather as we have here, and any increase would be not only destructive to their efficiency and alertness, but positively detrimental to their health.

The business at the Police Court to-day was very light, there being few cases of any kind and really no serious ones. One old offender was sent to six months' hard labour for stealing a jacket (valued at 40 cents) which was hanging out to dry on a bamboo. The temptation was too strong for him, and Chan Aman (that's the worthy's name) has consequently to return to his old quarters at the Victoria Hotel.

Ho Po Shan, a Schoolmaster, was fined \$10, with the pleasant prospect before him of 21 days' hard labour in case he could not or would not pay the fine, and was further ordered to enter into his personal recognizance to be of good behaviour for 12 months, for having behaved in a disorderly manner, and created a disturbance at the Recreation Ground. The defendant, it appears, had been fined by Mr. May yesterday for some offence, and he incited a number of his friends to take vengeance on the Indian Constable who gave evidence against him.

There was also a case of snatching earrings, and this, with one or two minor cases, completed the catalogue of evil-doers placed before the Magistrate to-day. It is quite possible that were it not for the detective officers being compelled to wear uniform, the list of offenders would have been larger.

We have just heard of a fracas which occurred at Canton one day last week with some of the Salt Commissioners' harpies, in which two or three of his myrmidons are said to have been killed. It appears that a boat had received some saltpetre from the steamer *Spark*,—smuggled of course. On pushing off from the steamer she was chased by one of the Commissioner's boats, which always swarm around the River steamers like bees round a hive. Seeing this, the boat made back for the steamer, in order to escape the clutches of the law as represented by the monopolist's leeches. She succeeded in reaching the steamer, and had made fast alongside, when the Commissioner's boat endeavoured to seize her. This the Maritime Custom House officer refused to allow, and Mr Eldridge, the Assistant Tide Surveyor, was sent for. Upon his arrival he told them they could not seize the boat as she was made fast alongside a foreign steamer, and consequently it became the duty of the Foreign Custom-house to seize her. The harpies, not liking to see so rich a prize slip through their fingers, were deaf to the voice of reason, and armed to the teeth proceeded to assert their right by force. Mr Eldridge at once jumped on board the coveted prize, and one of the Salt Commissioners' zealous officers levelled a pistol and fired. Fortunately for Mr Eldridge, the weapon was so well-mouthed or badly loaded, that the ball fell on the deck before the weapon was fired, but the flash of the discharge struck him on the breast. He at once drew his revolver and fired every shot, and others taking part, the affair was for a few minutes quite a miniature naval battle. The enemy at length beat a retreat. It is said that three men were killed, but the Salt Commissioner appears to have apologized for what had happened, and as he gave out that no one was injured, the matter was dropped.

At the Marine Court to-day, Mr Thomas Whitehead, Chief Engineer S. S. *Scotland*, appeared in reply to a summons, to answer a charge of assaulting one Assen Mahomed, a coal-trimmer on board the same vessel. The plaintiff stated that he was scrubbing the grease off the engine when the defendant came to him and said: "this is the way to scrub" and immediately commenced kicking him on the leg, and striking him over the hands with a broomstick. He, plaintiff, could show marks. He was told to do so, but no marks could be found so he would have been caused by a broomstick or a kick. Plaintiff said he had reported the matter to the Captain, but he would take no notice of it. Joseph Dodgson, donkeyman on board the *Scotland*, deposed that he had received orders from the defendant to mix some caustic soda to wash the engine-room platform. He did so, and gave it to the plaintiff, who, instead of setting to work properly, leaned against the bulkhead and went about it in a very slovenly manner. The defendant came and said to him in a sharp manner: "Be quick and get finished." Witness saw no blows struck, nor did he hear any. He did not hear plaintiff call out. Witness could have done so from where he was standing. Witness had to finish plaintiff's work. The defendant stated that the steamer arrived here about 8 p.m. on the 19th. On the morning of the 20th, plaintiff was ordered to his work at 8 a.m. and refused, and had never been in the engine-room since. On the morning of the 20th h. (defendant) asked plaintiff why he refused to turn to, and the reply was "Me no do no more work I me want to go ashore." Defendant denied having struck the plaintiff. He produced his log-book, which showed that on the day in question, the complainant was not in the engine room at all, having at 8.30 a.m. refused duty. The magistrate said the Arab, had plainly enough been telling a pack of lies, ordered him on board the ship, and dismissed the case, warning the complainant that, if he did not go on board at once and do his duty, he would send him to gaol.

## INQUESTS.

An inquest was held at the Government Civil Hospital on the body of Ip Ayah, a coolie, before the Coroner, C. V. Creagh Esq., and the following gentlemen as a Jury:—Messrs A. S. Garfit, C. C. Corveth, and D. Almo.

Chim Akat deposed:—I am a coolie. Yesterday at 3-past 2 p.m., I and the deceased were employed at the Dock at Aberdeen, scraping the side of a steamer, when suddenly I saw a seaman fall from above upon the deceased, and both fell to the bottom of the Dock. I went down to the place where they lay. The deceased was lying under the seaman; he was not quite dead. The next time I saw him was at the dead house. I did not see the seaman fall down.

John Wright, a carpenter's mate on board H.M.S. *Iron Duke*, said:—At about 3-past 2 o'clock yesterday, I was standing at the port side of the Dock looking after some men that I had employed at the Dock. A seaman was on one of the boat's davits head; he slipped off and in his fall struck the deceased, and both fell to the bottom of the dock. The deceased was at work on a stage; the distance from where the man fell to the place the deceased was stationed was 35 feet, and from there to the bottom of the Dock was 19 feet. I went to assist in bringing up the deceased and the seaman. The seaman was still alive, but the deceased never moved from the position in which he fell on his face.

Dr William Henry Patterson deposed:—I am a Surgeon in the Royal Navy, and at present attached to H.M.S. *Iron Duke*. At about 25 minutes to 3 the deceased was carried into the sick berth. He was in a moribund condition; there were no external wounds, but his chest was crushed, and his ribs were broken. There was also a slight bleeding from the nose. These injuries were sufficient to have caused death. The body was fairly well nourished.

The Jury returned a verdict of accidental death.

SUPREME COURT.  
IN CRIMINAL SESSIONS.  
(Before His Honor Mr Justice Snowden.)  
22nd March 1879.

The following prisoners were to-day brought up for sentence:—Lai Ayow, the prisoner who had pleaded guilty to stealing a jacket, and 2 previous convictions, was sentenced to 5 years' penal servitude.

Yan Aping, who was found guilty of stealing a dollar from the person of one of Dr Ayres's chair-coolies, and using an unlawful weapon, six months' hard labour on the first count, and one year's hard labour on the second.—His Lordship remarking that the second offence was worse than the first. The defendant pleaded that he was entirely innocent.

Chow Afan, the prisoner who was found guilty of stealing a necktie from the person of a little girl, pleaded guilty to a previous conviction for larceny from a dwelling house, and was now sent to 4 years' penal servitude.

Mak Asow, the prisoner who was found guilty of breaking out of a dwelling house where he had concealed himself for the purpose of stealing, was sentenced to 12 months' hard labour.

## MEDICINAL OPIUM IN JAPAN.

The Anti-Opium Society have received from the Marquis of Salisbury, a very satisfactory reply to their recent letter regarding certain judgments by Mr Wilkinson, British Consul Judge in Japan, which seemed to them to open a door to an uncontrolled and unlimited introduction of opium, in direct contradiction to the letter and spirit of the treaty between Great Britain and that country. The cases referred to were raised at the instance of the Japanese Customs Authorities against Mr John Hartley for opium smuggling. The facts were not disputed, but the defendant pleaded that the opium was medicinal opium, not the opium used for smoking, and that the prohibition contained in the treaty applied only to the kind used for smoking. The British Consul Judge accepted this principle, and laid it down as a rule that "medicinal opium is not included in the prohibition" of the treaty. The opium seized was examined, and, in one case, where it was declared to be medicinal opium, the case was dismissed. In the second case, it was pronounced opium intended for smoking, and was confiscated accordingly. The Society took up the matter, and a memorial was prepared pointing out that the principle laid down by Mr Wilkinson would admit into Japan all so-called medicinal opium without restriction of amount; that the Japanese Government had prepared regulations by which a sufficient supply of medicinal opium could be secured; and that owing to the large and increasing number of Chinese in Japan, there is very great danger of the vice of opium-smoking spreading to the Japanese. As to the alleged distinction between the two kinds of opium, the memorial urged that "although there is a difference in form and degree of strength between the opium which is generally used in medicine and the Indian opium of which the great bulk is consumed by the Chinese opium-smokers, the distinction is not sufficient to secure Japan against the importation of opium which may be used for smoking, disguised in the form of that intended for medicine." The memorial, which was signed by the Earl of Shaftesbury, the Bishops of Ripon and Salisbury, Vice-Presidents of the Society; Lord Alfred S. Oxburgh; Ernest Noel, Esq., M.P.; Henry Richard, Esq., M.P.; Sir John H. Kennaway, Bart., M.P.; J. W. Pease, Esq., M.P.; W. T. Charley, Esq., M.P., and the Rev. F. Storrs Turner, Secretary, was ready for presentation; and the Secretary of the Society wrote to his Lordship, respectfully requesting him to receive a deputation charged to present the memorial and support it by their arguments. To this letter a reply has been received, from Sir Julian Pauncefote, informing the Society that

his Lordship is advised that under the Convention with Japan of the 25th of June, 1866, the importation into that country of opium of every description is prohibited; that regulations are at the present time under a consideration for the admission of medicinal opium under suitable conditions; and that these new regulations will, by removing all doubts as to the construction of the convention between the two countries, meet the question raised by Mr Wilkinson's judgments, and effectually prevent those great evils which the Society apprehended would flow from the recognition of the principle therein laid down. The point they were to argue being thus conceded no deputation will be required.

## China.

## FOOCHOW.

(*Harold*, March 13.)  
H. B. M.'s S. *Sheldrake* returned to Pagoda Anchorage on the 7th inst.: She will, we hear, be shortly relieved, and proceed to Hongkong for the purpose of being paid off and re-commissioned.

We notice that Messrs da Silva & Co., are about to open a Dispensary in the Foreign Settlement. This will doubtless supply a growing want in the community. Mr da Silva is, we believe, a thoroughly qualified dispenser—having served in that capacity at the Civil Hospital Hongkong, under Dr Adams, from whom he has received most satisfactory testimonials.

We have from time to time published effusions from the pen of native students of the Anglo-Saxon language. Here is yet another specimen, received only a few days ago by a foreign resident:—

Dear Sir,  
"I return you my best thanks for sent me the names of my inquirers just received your noted that time I was no time to write or answer therefore is long for reply I hope you do not be offence me with honorably respectfully compliments.

I am, Sir,

Your most obedient servant,

The following information with reference to the working of the Amoy-Foochow Courier Line—for which we are indebted to the agent at this port—may be of interest to our readers. 276 mails were despatched from Foochow during the season. The average time between Foochow and Amoy was 45 hours, 5 minutes; and vice versa 45 hours, 8 minutes. The quickest time made was 43 hours, 45 minutes. Between 1st May and 31st January 2320 covers were despatched from Foochow, and 4716 from Amoy:—the considerable excess inward consisting mainly of Reuter's public telegrams. The contract time (45 hours) was exceeded at Foochow and Amoy on 49 and 46 occasions respectively. This was, we are informed, entirely owing to heavy rains and freshets up country,—the most serious detentions occurring between Amoy island and the mainland. The proprietors are, we believe, desirous of ensuring greater regularity, and, if possible, shortening the service time, but the absence of proper roads and the generally difficult nature of the communication give but little hope of any marked improvement in this direction at present.

## Japan.

## (Gazette).

The *Denbighshire*, from this port to Kobe, must have met the full force of the gale of the 22nd ultimo, judging from her report, which appears in the *Hiro News*.

Left Yokohama February 14th. Had light Northerly winds down the Gulf. On the 15th rounded Rock Island, with a fresh breeze from the N.E. At noon on the 16th Cape Sui bore N. 2 miles. Wind fell light and baffling, and continued so for 48 hours, and the vessel drifted to the S. Eastward 73 miles. On the 20th a breeze sprang up from the S.E. On the 22nd Cape Hino bore N. by W. 15 miles; weather threatening, bar. rapidly falling; 5 p.m. 29.59. Reduced sail and hove the ship on the wind; at 10 p.m. bar. 29.40. Midnight, sudden shift from the Northward, bar. falling rapidly. Steered South for 10 miles; then hove-to, with head out of the bolt-rope. 2 a.m. bar. 29.20. Took in the lower mastsails. At 3 a.m. bar. 29.00, steady, when the hurricane burst on us with great fury and heavy sweep of rain, with one blue flash of lightning all round the horizon. Ship lying over the sea rail under water; blew away new mizzen staysail in ribbons and two jibs from the boom. At 4 a.m. a ball of fire struck about the main stay and exploded, shaking the ship from bow to stern; vessel in one complete mass of foam; could not see a yard from the ship. At noon the gale began to moderate and we made sail. On the 25th Cape Sui Light bore N. 4 miles. From thence to the Idzumi Straits fresh Northerly winds and clear weather. On the 26th, sighted British barge *Nimrod*, steering E.N.E.

Samples of earthenware, carpets and papers &c. which are manufactured in France have been imported by the *Shonan Koku* (Board of Trade). They will be exhibited to citizens of Tokio at *Kirin Koku Kaisha*, Takewachio, for the purpose of improving our native manufactures.

The *Chirikioku* (Geographical Bureau of Home Department) has ordered specimens of various woods from China and Europe for the manufacture of articles.

The making of a canal between Hakata bay and the Chikugo river in Fukuoka Ken, a distance of about fifteen miles, was commenced on the 1st of this month.

H. E. Kawamura, Minister of the Navy, accompanied by Mr Reed and his son, left Kyoto at 8 o'clock in the morning of the 4th instant. They are going to pay a visit to Shrine of Ise and Omi Hakkei, and are coming back to Tokyo along the Tokaido.

The *Kassu*, which arrived on 9th March from Melbourne, brought the first cargo of wool ever received in Japan.

The Imperial mansion at Ohama, and the buildings at Nagata Mado formerly occupied by the Minister for France, have been put under extensive repair to make them suitable for the reception of General Grant, and the princes of Italy and Germany, all of whom are expected to visit Japan in the course of this year. We understand that a sum of 100,000 yen will be granted for the expenses of reception and entertainment of the three personages mentioned. Though this sum is ample, even for so hospitable and generous a nation as Japan is to foreign visitors of eminence, it is almost impossible to refrain from a comparative estimate of the esteem in which the Government regard the individual. Thus in the case of Mr E. J. Reed, M.P., and ex-Chief-Constructor of the British navy, a sum of 60,000 yen was voted to Admiral Kawamura for the expenses of

his entertainment. This shows that Mr Reed is 16,667 yen more estimable than General Grant; but General Grant was only President of the United States of America and has not had the honour of being invited by his Excellency Inouye Kaworu. So far as the princes of Germany and Italy are concerned, it is clear that they have not assisted this Government in building iron clads, consequently they ought to be gratified with the arrangements made to ensure them a kindly welcome to Japan.

## Singapore.

(*Singapore Daily Times*.)

The judgment delivered by His Honor the Chief Justice on Friday last in the appeal case of Capt. Wharton, of the steamer *Carisbrook*, who was fined \$100 by the Senior Magistrate for allowing Chinese passengers who had paid their passages to leave the vessel before being inspected by the Chinese Protector, is an important one as throwing some light on the working of the Immigration Ordinance.

We have been informed that an aide-de-camp of General Grant has arrived here for the purpose of chartering a steamer to take the General on a visit to Bangkok. We are again found to be behind our Hongkong neighbours. A fair and practicable system has been in existence here of appointing, as the Finance Committee, the Treasurer as official representative and the unofficial members as the representatives of the public, to check all items of expenditure, and report upon the financial state of matters generally. Lately, the spirit seems to have moved the Executive to propose an alteration in a system which hitherto has worked satisfactorily, and we believe, it is the intention of Government to constitute the Finance Committee of all the members of Council, the senior official in attendance to take the chair at every meeting. As a matter of course, the result of this move will be that the unofficial members will find themselves in a minority, and will be liable to be outvoted on every occasion, when such a step may be considered necessary. The movement is one in the wrong direction, and will certainly not meet with public approval. It can be understood that officials want as much power as they possibly manage to obtain, but the public story, at least, has a voice in the legislature, the Colony, and this latest venture looks something like a challenge to public opinion, may be construed into a lack of appreciation of the unofficial members, and is altogether opposed to the principles upon which the Executive should act in order to inspire confidence amongst the general population. It is to be hoped the Government will see the error of its way, and not attempt to carry out this unalloyed proposal.

The latest reports from Mandalay state that an attack on the Residency was imminent, the King in his arrogance thinking himself able to defy the Indian Government. The manner in which members of the royal family of Burmah are disposed of by a jealous occupant of the throne is described as follows in the *Burmese Times*:—

First as concerns the men. They are seated on the ground; red velvet-covered ropes are fastened round their necks; the ropes passed between their legs and pulled as the victim's body is bowed forward the executioners, armed with a heavy club, strikes the victim with all his strength on the nape of the neck. Death is instantaneous.

The body enveloped in a red silk bag is then cast into the Irrawaddy. The women, considered inferior creatures, are executed differently. Their heads are pulled backwards by the red ropes instead of forwards, and the coup de grace administered with the executioner's club across the throat. The bodies are usually burnt. This mode of execution is practised, that the pious Buddhists may not violate the order prohibiting the shedding of blood.

## Quotations.

Hongkong, March 22, 1879.

OPIMUM—New Patna, cash	5565
" "	credit, —
" Old Patna, cash	—
" "	credit, —
" New Benares, cash	540
" "	credit, —
" Old Benares, cash	—
" "	credit, —
" New Malwa, cash	300
" "	credit, —
" Allowance Taela, —	—
" Oji Malwa, cash	—
" "	credit, 800
" Allowance Taela, —	—

## Exchange.

Bank Wire	3/5
" 30 days sight	3/6
" 6 months sight	3/6 1/2
Credits	3/6 1/2
Documentary, 6 months sight	3/6 1/2
India Wire	218 1/2
" demand	220
Shanghai demand	72 1/2
" 80 days sight	73 1/2
Bar Silver, 17 dwts. B.	10 1/2
Sycee	109
Mexican	2 1/2
Gold Leaf, 99 1/2 fine	25.50
Sovereigns	5.63

## Shares.

Hongkong Bank, 38 1/2 prem.	
Union Ins. Society of Canton, \$1,450	
North China Ins. Co., Tia. 1,300	
China Traders Ins. Co., Tia. 1,580	
Yantai Ins. Assoc., Tia. 700	
Chinese Insurance Co., \$285	
H.K. Fire Ins. Co., \$197	
China Fire Ins. Co., 1 1/2 prem.	
H.K. & W. Dock Co., \$8 dis.	
H.K. & M. S. Boat Co., \$8 dis.	
Shanghai Steam Navigation, Tia. 17	
China Coast S. Nav. Co., Tia. 108	
Hongkong Hotel Co., \$65	
China Sugar Refining Co., \$120	
Chinese Imperial Loan, \$113	
Do. of 1877, 2110	

## Temperature.

(Taken at Messrs Palmer & Co.'s Premises Queen's Road.)

Bombay, March 22, 1879.

BAROMETER—9 a.m.	30.10
Do. 1 p.m.	30.240
Do. 4 p.m.	—
Thermometer—9 a.m.	84
Do. 1 p.m.	86
Do. 4 p.m.	84
Do. (Wet bulb) 9 a.m.	53
Do. Do. 1 p.m.	54
Do. Do. 4 p.m.	54
Do. Maximum	88
Do. Minimum (over night)	77



## Portfolio.

## "ABSENCE MAKES THE HEART GROW FONDER."

When absence for a while divides  
True hearts like yours and mine,  
Tis said that deeper love abides  
Within each chosen shrine—

Love's torch then burns with brighter flame  
While thought still lingers near  
The absent one, whose very name  
Becomes each hour more dear—

For though our hands cannot now meet  
In fond and fervent grasp,  
Our hearts in mutual concord beat,  
Remembering well the past.

Yet think not coldly I resign  
The joy of seeing thee;  
Ah! no, my every thought is thine;  
Art thou thus true to me?

When music's soft entrancing sound  
Charms my enraptured ear,  
With double joy my heart would bound,  
If thou couldst but be near—

With me to share the sweet delight  
Of every festive scene,  
Of song, and dance, and mimic fight,  
Dispelling care and spleen—

With me to view earth's lovely flowers  
All tinted bright and fair,  
Fresh bathed in soft and grateful showers—  
Perfuming all the air!

The day draws nigh when we shall meet  
Once more in fond embrace,  
What happiness 'twill be to greet  
Thy glad and welcome face!

What joy to feel my anxious heart  
Beat harmony with thine,  
From thenceforth nevermore to part,  
Since all thy love is mine.

—Veronica.

## QUESTION AND ANSWER.

1.—What is the good and what is the bad?  
Where is the perfectly true?  
What is the end you live for, my lad?  
And when I ask, are you?  
Unworn, I fear, is your heaven above,  
Life is but labor and sorrow;  
Then why should we hope, and why  
And why should we care for the  
morrow?

2.—There may be a fight worth fighting,  
My friend,  
Though victory there be none;  
And though no haven be ours at the end,  
Still we may steer straight on.  
And though nothing be good, and nothing  
be bad,  
And nothing be true to the letter,  
Yet a great many things are worse,  
My lad,  
And one or two things are better.

—C. H. in Spectator.

## IF THOU BUT SPEAK.

If thou but speak, the chattering brooklet ever  
Wasting in idle gossip with the flowers  
The sweet long hours of summer that can never  
Come back again to us—the long sweet  
hours—  
Forgets its story to give thought to thine,  
Forgets all time to learn how time is fleeting;  
My heart forgets the rhythm of its beating,  
And stops to listen in this breast of mine;  
For love is strong as life, and life grows weak  
If thou but speak.

If thou but laugh, the world is filled with  
laughter;  
Light-dimbered Echo, wakened wonder-  
ing,  
Bursts into such new sweeter music after  
The wild-winged skylark pauses on his wing  
To steal some stray note for his glad love-song,  
Yet half in doubt if heav'n or earth be  
calling;  
My soul drinks in delight around it falling,  
And in the strength of love my life is strong.  
Love lifts a goblet to these lips to quaff  
If thou but laugh.

—World. W. T. H.

## AN AMERICAN VIEW OF ENGLAND.

(Macmillan's Magazine.)

Readers of railway literature may remember two little volumes specially adapted for what were told the pernicious practice of reading in a train, which bore the names of *Life in a Railway* and *Mr. Miggins of Danbury*. They are specimens of what is generally called in England "American humour," and the many cultivated Americans who object to the currency of this phrase might in this case resent its use less than in some others. The humour, it is true, is not of the most refined or exalted kind, and it often depends on the somewhat well-worn device of employing, now under statement, now exaggeration, of facts. But many of the stories display a most ingenious invention, and a power of producing ludicrous effects at which it is impossible not to laugh; and in some a clever perception of character is suggested in a few lines of dialogue. The author of these little books, Mr. J. M. Bailey, paid a visit to England in 1874, and has recorded his impressions in a volume called *England, from a Back Window*, with *Views of Scotland and Ireland*. The work has its value in various ways, one of them being that it is a fresh illustration of the adage that little knowledge is a dangerous thing. Mr. Bailey, like far greater writers, has been too easily satisfied as to the worth of the information that he picked up, and the observations that he made concerning the way of a strange country, and, as will be seen, his facile faith in their correctness has sometimes led him into amusing mistakes, while, on other occasions, his remarks and suggestions are worth attention.

In his two opening chapters, the author finds it his duty to be facetious over the horrors of sea sickness, and as his attempts in this direction are neither better nor worse than the many which have been made before, we may pass them over to come to his first impressions of London. In the short time which he spent at Liverpool he found that it had "nothing in common with the country of which it forms a part," it was "an English American town, where the contrasts so blend that the distinguishing lines are dulled to the point of obliteration," but that London differed in all important and in many unimportant features from the metropolis of America is a fact that grows upon the visitor, and the degree of his sense of the fact is proportionate to his stay in the city. Mr. Bailey observes that "an American in his first impressions

by the lack of architectural adornment in the buildings and the consequent uniformity of their construction," and he personally was bitterly disappointed with the aspect of Buckingham Palace, Marlborough House (which, by the way, he announces as the residence of the Duke of Marlborough), and St. James's Palace, which he apparently expected to correspond more or less to descriptions in the *Arabian Nights* or other gorgeous literature. Presently we come to some entertaining generalisations which remind one of the old story of all French washerwomen having red hair. Every front door in London we are told has a knocker, and moreover every door is "not only always kept locked, but has its chain." This is no doubt a highly inconvenient practice, and scarcely less deplorable is the fact that there are no window-blinds in London. The author is certainly just in his reflection that "it is a sad thing to think of a city of nearly four million people being window-blindness." In connection with the enormous number of announcements over shop-doors of "By special appointment to Her Majesty," Mr. Bailey makes what is perhaps intended for a humorous reflection in these words: "No wonder the country is in debt." In some remarks which come a little later on, the many people who have lately suffered from the disgraceful condition of London streets and pavements may find a selfish consolation. "London," says our traveller, "is far ahead of New York in cleanliness," and is indeed "a marvelously clean city." Its streets are not altogether broad or straight, but they are well paved. And yet that hardly gives you an idea of their excellent condition. But, when I say well paved, I mean, in this connection, that they are as smooth as a floor, as hard as marble, as free of ruts as the brow of Venus, and as clear of filth as the character of an honest man." This is a comforting assurance, and no doubt the Board of Works will be delighted to hear that the system of sewerage is perfect, or, at any rate, works to the satisfaction of everybody; while the gas companies may take heart of grace from the curious praise which one person at least has been found to bestow on the lighting of the streets.

Turning from the generalities of roads and streets to the particular details of houses, we find Mr. Bailey complaining with good reason of the extraordinary confusion created in the stranger's eye, to say nothing of the inhabitants' minds by the reduplication of names for different streets and the system of numbering the houses in them. A person who sets out to find a house in a little-known street, or even in a well-known street upon which the local government has exercised its powers of humour, has generally a very bad time of it, and there is very little exaggeration in the author's statement that "a street will begin with one name, drop suddenly into another, flow abruptly into a third, and turn completely over into a fourth, and so on." Again, as to the numbering of houses, it is perfectly true that the first and last number in a street are constantly found exactly opposite to each other, and that people unversed in this system of numbering are put to great pains until they have mastered it. In this matter it might be well if Mr. Bailey's complaint could bring about improvement; but probably few Londoners will concur in his wish to substitute the American stove for the English fire-place inside the houses which are so difficult to find. "Every room in the London house," he says, "is provided with a fire-place; also with a hollow sheet-iron guard or fender in the front; also with a pair of ponderous tongs, a long poker, and a long-handled shovel. . . . I am quite confident I never approach the fire-place without knocking down all of these articles. Perhaps it is the poker first, and that trips up the shovel; and, in trying to save them, I become entangled in the tongs and down they come on the sheet-iron surface of the hollow fender." From the context, and from various passages in Mr. Bailey's other productions, it would seem that the American stove is, in some of its aspects, a terrible thing to deal with, and the author's still greater horror at the harmless necessary presence of England appears to argue a curious want on his part of that adaptability to circumstances and willingness to accept new views, upon which his countrymen generally pride themselves.

Leaving the inside again for the outside of the house, he pays a passing tribute to the efficiency of the London police, but in doing so takes occasion, with reference to crime, to make the surprising statement that "the emotional insanity dodge is not practised; and they convict, do those English juries, where there is a living chance." In the next chapter, devoted to a slight and not particularly interesting sketch of the House of Commons during a debate, he observes that an Englishman dislikes taking off his hat when it can be avoided, and that he will be seen wearing it "in a theatre, public galleries, or elsewhere indoors, except in church." This, however, he evidently regards as a merely skin deep want of courtesy, for, passing from the House of Commons to a crowd assembled to see a Royal procession, he is immensely struck with the order and good-humour of the multitude, and the police, which he contrasts with the behaviour of the "hot, blustering, and bewildered police," and the "hungry, struggling, and offensive 'independent' crowd" to which an American is used in his own country. In the course of his description, Mr. Bailey gives his readers a passage which is supposed to be an instance of what depths he can descend to in his attempt to be funny. It is only fair to say that such passages are the exception rather than the rule.

"On the front seat at the Prince of Wales, half-apparent to the British throne, and the Emperor of Russia; on the back seat were his daughter and her husband, the Duke of Edinburgh. I overlooked the monarch in at one fumbling gulp. He was a monarch, and the most mighty in the world; and it was a great gratification to me to see him in the flesh. But there were some disappointments. He had on pants. This surprised me, I don't know why. It should, only that I expected he would look different from any one else. Perhaps I would have been more surprised if he had been without pants."

The cab system of London is contrasted as favourably with that of New York as the conduct of our crowds, and by his observation of cab and omnibus drivers, under trying circumstances, the author was brought to the comforting conviction that the English are not given to profanity. That, he explains, "they do not take the name of their God in vain." But he was also induced by experience to believe that the word "dam" is in frequent use. In his next chapter, which is devoted to the

system of living of London, we come upon another amusing generalization. "Most people rent rooms for lodging, and take their meals at the restaurant." With this universal arrangement Mr. Bailey appears to have been tolerably well contented, but, on the other hand, he is moved to considerable bitterness by the ways of "the British American hotel," which he says "is American only in the particular of size." He was disturbed by the empty vastness which he found in these institutions; by the want of a bar, of a comfortable sitting-room, of any place in which he could lounge about and chat after the manner to which he was used at home. He was also much irritated at finding that the clerk's work was done by a woman, "a person," he justly observes, "that you can't swear at." On the subject of bare and public houses, he has, on another occasion, a good deal to say, and speaks with disfavor of English habits in the matter of drinking on two curious inconsistent grounds. In the first place, he is astounded at the amount of liquor kept and offered in private houses, and at the number of "bar-rooms," in the second, he is shocked at the way in which an Englishman, having called for a measure of some alcoholic drink, "fills up his glass with water, and pours the fearfully diluted spirit into his stomach." This suggests curiously novel views upon the vice of drinking, and it is possibly an open question whether the American habit of drinking just before meals, is better or worse than the English method, even when the spirit drunk is "fearfully diluted." This dilution appears to have made a strong impression on the traveller, for only a few sentences further on he recurs to it with an air of pitiful surprise. "They drink differently from what we do," he says. "Noticeably, they dilute their liquor until its identity is sunk into sight."

We have observed the admiration with which Mr. Bailey regarded the orderly behaviour of an English crowd on the occasion of a procession. This admiration was still greater when he went to the Derby. "It was a day when all England was democratic," when no man became responsible for his language or actions, as long as he confined them within the bounds of decency. To an American unused to such licence and have it legal, unused to such boundless good-nature in a mob and have it universal, the scene was most inspiring." Again, when he went through Petticoat Lane on a Sunday, he was astonished at seeing neither a row nor a policeman, things which "of course at home I should not expect to see both at once," and, recalling the habit of his countrymen of taking back from England some curious and admirable thing as a memento, he says, "I think I shall bring home a whole policeman." It was in Petticoat Lane that Mr. Bailey made one of his most remarkable discoveries about English manners and customs.

"Scissors," he writes, with startling confidence, "are a favourite dish with the English. The small occupying here the position held by the oyster in America." The bewilderment caused in the English reader's mind by this assertion, is relieved by what follows. "A novice at opening oysters rarely hankers after the practice; but at first sight he would prefer, I think, to open an oyster rather than to open a snail. But the snail is much the easier to conquer. The aspirant first of the animal's habitations, and it immediately comes out to see what is up." The reference to the snail reveals, of course, the fact that Mr. Bailey went through his travels in England, and has lived for five years since then, believing periwinkles to be snails. After this, his statement that salmon and soles are the favourite fish in England, but soles for delicacy and flavour transcend salmon, seems flat and devoid of interest.

It is pleasant to find that there is anything in our railway system which an American can admire. Of course Mr. Bailey says, and truly, that the luggage system is "abominable, to speak mildly," and the very minor advantages to which he does justice in the arrangement of our "cars" cannot weigh against the generally inferior superiority of the American system. But he found great comfort in the excellence of our stations, the civility of our guards and porters, and the convenience of our railway restaurants. In this last matter, Mr. Bailey must have been unusually fortunate. One admirable suggestion is made by him in connection with railway management. "If the railway companies of England did not know that it was possible to have a house on their locomotives, the absence of it could hardly be charged as a lack of humanity; but with the example of America before them, it is not only ridiculous, but inhuman, to have the engine-driver and stoker unprotected from the weather." He observes that of late years a sheet-iron screen has been added to engines, behind which the men can crouch, but it is obviously true that "when the locomotive is at rest, the driver and stoker get the full force of the storm." Mr. Bailey was told that the reason for this state of things is that without the house or "cab," the driver has a better control of the track, that is, he runs no risk of being lulled into false security by warmth and comfort. This argument, he replies, is nullified by the severe accidents which have occurred through the driver being benumbed by the cold. One would like to have the authority upon which this statement is made, but whether it is exaggerated or not, there can be little doubt that the American plan of providing a substantial shelter for the driver and stoker ought to be adopted here.

One of Mr. Bailey's chapters "tells, among other things, what the English think of us," and for the view which the author takes of our attitude of mind on this point, there is perhaps but too much excuse. When he had been asked "by an able school teacher in Norfolk, if all American gentlemen did not hate either a pistol or a knife concealed about their person," it was not unusual for him to think that the general American idea of "a full blooded American" is a sort of pervading aerial onslaught, shedding bullets, bowies, and "torpedoes." It is no doubt true that the style of War West American journalism has done a good deal towards creating a false impression of American life and manners in English people's minds, and it is perhaps equally true that a great many "untravelled English" (that is English people who have not traveled to America) have believed "that American ladies are lacking in refinement." But one reason, of which Mr. Bailey takes no account, for this is to be found in the rush which has for years past been made to Europe by Americans who have plenty of money, but no education or refinement. It is perhaps a pardonable for English frequenters of continental hotels to judge of most Americans

by those with whom they most frequently come in contact, as it is for Mr. Bailey to suppose, because he talked with some very foolish and ignorant English people, that all the English "believe of all America just as the people of the Eastern states believe of the Territories and California."

Mr. Bailey may be glad to hear that we are not all in this state of utter barbarism, that the majority of English people no longer expect to see an American draw a bowie knife or a Derringer if they happen to disagree with him, and that the young man who wanted him to go four miles to see a pair of trousers made on the American pattern was an exceptional person. In the course of his remarks upon what we are supposed to think about Americans, the author introduces some more of his own observations concerning us, one or two of which are worth notice. In the first place, it would seem that throughout his stay in England the existence of bank-notes escaped his attention altogether. At least that is the reasonable inference to draw from this passage:—"Here, where the money is hard gold and silver, and even copper, the currency is looked upon with a great deal of curiosity; and people are much surprised to learn that a few trifles are still purchasable with it in America. A man can conveniently carry around with him a thousand dollars of our money, I have been told; but a man with a thousand dollars of the current money of England in his pocket would have to be lifted about with a derelict." This is the more curious because in another part of his work the writer complains of the habit which some tradepeople have of asking presenters of bank-notes to endorse them. It is equally remarkable that in the whole course of his wanderings in England, Mr. Bailey did not see a single pair of boots. This being so, it was only natural for him to conclude that "shoes are the universal article of foot-wear," but how it happened that he saw no boots will probably always remain a mystery.

Mr. Bailey is perhaps less amusing and instructive when he leaves London for remote parts of Great Britain, but he is always to a certain extent characteristic. He indulges in a somewhat maudlin burst of pity for "the fathers and mothers of this land—the land of parting—who are called upon to give up their hearts' treasures," a propos of a farewell meeting, which he listened to between an emigrant and his parents at Athens; and at the Giant's Causeway, a friend who was with him made the guide miserable with what will strike some people as most uncommonly poor chaff, which Mr. Bailey however admired so much that he has given his readers a careful record of it. The last chapter of his book is, like the first, occupied with pleasanties on sea-sickness, which have a decidedly revolting flavor. *England from a Back Window* must, however, be read with considerable amusement, and contains some hints which might advantageously be acted upon.

WALTER H. POLLOCK.

## A ROSY FUTURE.

They were in the bell tower of the city hall yesterday, and she leaned her yellow-haired head on his agricultural shoulders and listened to the mighty "tick! tick! tick!" of the clock.

"We don't want such a big clock as that, do we, darling?" she whispered.

"No, my little daisy," he answered, as he hugged her a little closer. "I kin buy a clock for \$2 which'll run three days to this clock's two. I've got her picked out already."

"We'll be very, very happy," she sighed.

"You bet we will. I've figured it right down fine, and I believe we can live on twelve eggs, one pound of sugar, ten pounds of flour, and one pound of butter."

"And you'll have a bank account?" she pleaded.

"I will, even if I have to buy a second-hand one."

"And will we keep a coachman?"

"Yes."

"And have a piano?"

"Yes, darling."

"And I can have some square willows with shams on them?"

"Yes, my lullaby! We'll sham every darned thing from cellar to garret, have the front door painted blue, and—but let's go! Look at some second-hand cook-stoves!"

—Detroit Free Press.

## INSURANCE ON THE TIBER.

"Marcus Caelius" Cicero said to his legal friend, meeting him one morning on the other side of a screen under the Capitol, "What shall it be?"

Cicero said he would take a little spiritus frumenti optimus straight, and the orator, remarking that that was about the size of his, went on:

"I wish you would get out the necessary papers some time to-day, and bring suit for me against the Yellow Tiber Fire and Marine Insurance Company for the amount of its policies on my villa at Tusculum and my town house."

M. Caelius looked up in amazement. "Why," he exclaimed, "when did they burn down? And what was it? Accident? Mob? Some of Claudius' people?"

"No," Cicero said, "they are intact as yet, and, in fact, I have insured them yet; but I am going to do so to-morrow, and I want to bring suit against the company now, so that if they ever should happen to burn I won't have quite so long to wait for the money."

Cicero saw that the orator's head was level, and brought suit that afternoon. Eleven years afterward the villa at Tusculum and the town house were both destroyed by fire. The suit had by that time been five different courts, and had been confirmed and reversed, and remanded, and referred to the master to take proof, and stricken from the docket, and amended, and rebutted, and sub-rebutted, and impudged, and re-impudged, and filed and quashed, and continued, until nobody knew what it was about, and Cicero was notified three weeks after the fire that he would have to prove willful and long-continued absence and neglect; as he could not get a decree simply on grounds of incompatibility of temperament. And when he went to the secretary of the company, that official told him the company didn't know anything about the fire, and had no time to attend to such things. The company's business, the secretary said, was to insure houses, not to run around the fire, asking about the insurance. If he wanted any information on those points, he would have to ask the fireman or the newspaper reporters.

The more a man reads in these old histories, the more he is convinced that the insurance business in the days of the Pignora was a great deal more like it is to-day. —Burlington Free Press.

## CURIOSITIES OF JAPANESE.

## CRIMINAL PROCEDURE.

We are continually told by Japanese agitators for the removal of the extraterritorial clause from the foreign treaties, that Japanese law being now, as they pretend, assimilated to Western ideas beyond suspicion, and its administration beyond suspicion, and that the majority of English people no longer expect to see an American draw a bowie knife or a Derringer if they happen to disagree with him, and that the young man who wanted him to go four miles to see a pair of trousers made on the American pattern was an exceptional person. In the course of his remarks upon what we are supposed to think about Americans, the author introduces some more of his own observations concerning us, one or two of which are worth notice. In the first place, it would seem that throughout his stay in England the existence of bank-notes escaped his attention altogether. At least that is the reasonable inference to draw from this passage:—"Here, where the money is hard gold and silver, and even copper, the currency is looked upon with a great deal of curiosity; and people are much surprised to learn that a few trifles are still purchasable with it in America. A man can conveniently carry around with him a thousand dollars of our money, I have been told; but a man with a thousand dollars of the current money of England in his pocket would have to be lifted about with a derelict." This is the more curious because in another part of his work the writer complains of the habit which some tradepeople have of asking presenters of bank-notes to endorse them. It is equally remarkable that in the whole course of his wanderings in England, Mr. Bailey did not see a single pair of boots. This being so, it was only natural for him to conclude that "shoes are the universal article of foot-wear," but how it happened that he saw no boots will probably always remain a mystery.

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England; but if we may be allowed to judge from what we see we feel assured that an equally large sum is occasionally demanded and obtained here. This toy is, beyond all others, the toy for little girls—but it is something more than a toy; it is an educating toy—a toy that is invaluable, so far as it leads its possessor to a knowledge of after-duties. We have often watched children busily engaged in the manufacture of Lilliputian coats, frocks, underlinen, hats, bonnets, caps, and so forth; and it has struck us over and over again that these early efforts of invention and industry might be of infinite value in after-life. Then there is the dressing of the doll. This, too, is of more importance than it appears to be. The child who learns how to dress a doll with taste and propriety will speedily learn how to dress herself, and so relieve its mother of at least one tax upon her time. But in order that the child shall be properly taught it is necessary that the doll should be provided with precisely the same articles of dress. This is seldom done—as a rule, neither boots, shoes, nor stockings are provided, and here the child's knowledge of the art of dressing her doll, and, of necessity, herself, is in perfect. If a trade in this direction could be cultivated, it would not only give employment to a number of women and girls, but it would be the means of partly using up leather clippings, which are now of little or no value. —The Queen.

## WASP-WAISTED WOMEN.

If the truth be fairly stated, women have many excuses for their infatuation regarding small waists. It is Mrs. Hawies who says, "The reason why a small waist is a beauty is because, when it is natural, it goes together with the peculiar liteness and activity of a slenderly built figure. All the bones are small, the shoulders and arms petite, and the general look is dainty and youthful." In other words, a small waist is only a beauty when it is in proportion to the rest of the figure. The common mistake lies in considering it a beauty in a large woman of massive proportions. A few centuries ago women did not take a scientific view of things, and fell into delusions which in this age are a disgrace to the sex. They knew nothing of anatomy, of the law of proportion, or the curve of beauty, and they misunderstood the language of nature. The latter I suspect to be the root of the whole matter. Poets were everlastingly praising small waists, and women fell into the error of supposing that a small waist was, in the abstract, a beauty and an attraction.

In view of all this is there any wonder that it is hard to persuade women that men do not admire "wasp" waists? How are they to know that the "jimp middle" of the ballads was in its impudence in proportion to the shoulders? The trouble is, that the early rhymsters have used up the only side of the question capable of poetical treatment. One cannot sing of the reverse; no poet could seriously lift up his voice in praise of her "ample waist" or "graceless portlines." In order to reach woman's ear, modern writers must adopt a different course, and it is curious to contrast their piteousness with those of the ballad makers. Place Charles Keade by the side of Douglas, and then what becomes of the "waist ye weel might span"? After showing how the liver, lungs, heart, stomach, and spleen are packed by nature, the novelist asks: "Is it a small thing for the creature (who uses a corset) to say to her Creator, 'I can pack all this egg-china better than you can,' and thereupon to jam all those vital organs close by a powerful, a very powerful, and ingenious machine?"

Every lady should read "A Simpleton," and learn something of the monstrous wrong she inflicts upon herself by trying to compass an artificially-produced "middle sea jimp." It will prepare her for Mrs. Hawies' lesson upon the "Art of Beauty." One or two passages will give a hint of their flavor: "Nothing is so ugly as a pinched waist; it puts the lips and shoulders invariably out of proportion in width. . . . In deforming the waist almost all the vital organs are affected by the pressure, and the ribs are pushed out of their proper place." "Tightlacing is ugly, because it distorts the natural lines of the figure, and gives an appearance of uncertainty and uneasiness. . . . Men seldom take to wife a girl who has too small a waist, whether natural or artificial." "In architecture, a pillar or support of any kind is called debased and bad in art if it is supported by too heavy for the thing supporting, and if a base is abnormally heavy and large for what it upholds. The laws of proportion and balance must be understood. In a waist 15in. both are destroyed, and the corresponding effect is unpleasant to the eye. The curve of the waist is coarse and immoderate, utterly opposed to what Ruskin has shown to be beauty in a curve. Real or artificial, such a waist is always ugly; if real, it is a deformity that should be disguised; if artificial, it is culpable, and nasty to boot."

—Lippincott's Magazine.

## WOULD YOU?

Baby crowing on your knee,  
While you sing some little ditty,  
Pull your nose or thumb your 'ee,  
Would you think it wasn't pretty?  
Tell me, could you?

If you owned "the baby," would you?  
Wife, with arm about your neck,  
Says you look just like the baby;  
Wants some cash to make a "apeo,"  
And you would refuse her—may-be—  
Could you? should you?

If you owned "the woman," would you?  
Little labor, little strife,  
Little care, and little cot?  
Would you sigh for single life?  
Would you murmur at your lot?  
Tell me, should you?

If you owned "the cottage," would you?  
Health and comforts, children fair,  
Wife to meet you at the door,  
Fond hearts throbbing for you there;  
Tell me, would you ask for a cure?  
Should you? could you?

If you owned "the ready," would you?

To be truly polite implies that one shall be thoughtful of the feelings of every body, and of inferiors most of all. Let us remember that in future.

LEAVE your grievances, as Napoleon did his letters, unopened for three weeks, and it is astonishing how few of them, by that time, will require reading.

"NEVER take a bull by the horns, young man," counsels Josh Billings, "but take him by the tale; then you can let go when you want to."

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## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *H.*, near the "owling" shore *K.*, and those in the body of the Shipping or midway between each shore are marked *C.*, in conjunction with the figures denoting the sections.

- Section. 1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.
- Section. 5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Flag.	Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>							
Aegean	Brit.	str.	843	Mar. 19	Linstead & Co.	Takow & Yokohama	24th, noon
Alice	Ger.	str.	2440	Mar. 1	Butterfield & Swire	South Sea Island	put back
Anadyr	Ger.	str.	782	Mar. 21	Messageries Maritimes	Shanghai	at daylight
Anatolia	Ger.	str.	782	Mar. 21	Meyer & Co.	Holow & Batipong	25th inst.
Bombay	Brit.	str.	749	Feb. 12	Kwok Acheong		
Cassandra	Ger.	str.	937	Mar. 21	Siemens & Co.		
Cheong Hook Kian	Brit.	str.	966	Mar. 14	Sun Hin Chan		
Douglas	Brit.	str.	864	Mar. 22	Douglas Laprak & Co.	Amoy	Sands' Slip
Fameo	Brit.	str.	117	Mar. 17	Adamsen, Bell & Co.	Coast Ports	Tag Plying
Flours Castle	Brit.	str.	1236	Mar. 19	Gibb, Livingston & Co.	Saigon	27th inst.
Flutshire	Brit.	str.	1236	Mar. 19	O. S. S. Co.	Yama & San F'elco	1st prox.
Gaelic	Brit.	str.	1236	Mar. 19	Douglas Laprak & Co.	Tamsul, &c.	K'loon Dock
Hailong	Brit.	str.	984	Mar. 22	P. O. S. N. Co.	Shanghai	To-morrow
Hwai Yuen	Brit.	str.	1675	Mar. 16	Adamsen, Bell & Co.	Yokohama	Mails
London Castle	Brit.	str.	1046	Mar. 13	P. O. S. N. Co.	Coast Ports	at daylight
Malacca	Brit.	str.	862	Mar. 18	Douglas Laprak & Co.	Amoy and Manila	25th inst.
Namoa	Brit.	str.	606	June 28	Kwok Acheong	Saigon	25th inst.
Norona	Brit.	str.	645	Mar. 20	Remedios & Co.	Bangkok	24th inst.
Panay	Brit.	str.	652	Mar. 20	Melchers & Co.	Yokohama & Hlgo	To-day
Penodo	Brit.	str.	933	Mar. 16	Yuen Fat Hong		
Reynatiunbar	Brit.	str.	1190	Mar. 19	Russell & Co.		
Scotland	Brit.	str.	1190	Mar. 19	Russell & Co.		
Volga	Brit.	str.	1600	Mar. 19	Messageries Maritimes		
Zephyr	Brit.	str.			Russell & Co.		
<b>Sailing Vessels</b>							
Abbie N. Franklin	Amer. bge.	460	Mar. 6	O. & O. S. S. Co.			
B. P. Watson	Amer. bge.	460	Mar. 8	Butterfield & Swire			
Black Hawk	Amer. sh.	1128	Jan. 13	Vogel & Co.	San Francisco		
Carrie Wyman	Amer. bge.	460	Mar. 18	Meyer & Co.			
Catherine Marden	Brit. sm. sc.	287	Feb. 22	Captain	San Francisco		
Charmar	Amer. sh.	1335	Jan. 20	Douglas Laprak & Co.			
Choice	Brit. bge.	884	Mar. 20	Wieler & Co.			
Cilurnum	Brit. sh.	1886	Mar. 9	Wieler & Co.			
Cooran	Amer. sch.	188	July 18	W. H. Ray	Japan		
Coloma	Amer. bge.	853	Nov. 15	Russell & Co.	Portland (Oregon)		
Elizabeth Childs	Ger. bge.	891	Mar. 9	Melchers & Co.			
Emil Julius	Ger. bge.	601	Mar. 9	Melchers & Co.			
Formosa	Ger. sm. sc.	282	Feb. 6	Vogel & Co.	Hamburg		
Forward	Brit. bge.	744	Dec. 10	Rozario & Co.	Portland (Oregon)		
Golden Fleece	Brit. bge.	898	Mar. 10	Gilman & Co.	New York		
Golden Rule	Amer. sh.	1195	Mar. 7	Vogel & Co.	Portland (Oregon)		
Harehurst	Brit. bge.	877	Jan. 18	Vogel & Co.			
Herbert Black	Amer. bge.	873	Jan. 18	Rozario & Co.			
Highlander	Amer. sh.	1882	June 19	Vogel & Co.			
Jacobine	Ger. bge.	417	Mar. 18	Captain			
Jan Peter	Ger. bge.	836	Mar. 18	Meyer & Co.			
Johann Friedrich	Ger. bge.	242	Mar. 8	Wieler & Co.			
Julie	Brit. sch.	280	Mar. 16	Gilman & Co.			
Louise	Brit. sch.	330	Mar. 19	Tack Me Hong			
Mangeton	Brit. bge.	330	Mar. 19	Tack Me Hong			
Marcel Fole	Ger. bge.	258	Mar. 10	Wieler & Co.			
Marquis of Argyll	Brit. bge.	600	Dec. 20	Rozario & Co.			
Nehemiah Gibson	Amer. bge.	741	Feb. 23	Meyer & Co.			
Penobscot	Amer. bge.	1133	Feb. 23	Butterfield & Swire			
Onida	Brit. sh.	2293	Mar. 15	Captain			
Orange Grove	Brit. bge.	385	Mar. 21	Geo. R. Stevens & Co.			
Quikstep	Amer. bge.	826	Mar. 13	Master			
Republic	Amer. sh.	1301	Mar. 9	Captain			
Stant	Brit. bge.	581	Mar. 16	Douglas Laprak & Co.			
Stillman R. Allen	Amer. bge.	586	Jan. 26	Vogel & Co.	Portland (Oregon)		
Stonewall Jackson	Amer. bge.	1112	Dec. 30	Russell & Co.	Portland		
Strathmore	Brit. bge.	1159	Dec. 17	Vogel & Co.	London		
Strathmore	Brit. bge.	500	Dec. 21	Captain			
Sumaride	Norw. sh.	943	Jan. 9	Vogel & Co.	London		
Sumatra	Amer. sh.	1080	Sept. 5	Russell & Co.			
Sydenham	Brit. sh.	1068	Jan. 5	Vogel & Co.			
Thos. A. Goddard	Amer. bge.	682	Jan. 9	Russell & Co.			
Thomas Fletcher	Amer. bge.	645	Feb. 23	Captain			
Three Brothers	Brit. bge.	367	Feb. 24	E. Tye Hong			
Uranos	Norw. bge.	490	Mar. 20	Arnhold, Karberg & Co.			
<b>WHAMPOA</b>							
Friedrich	Ger. sm. sc.	295	Mar. 8	Wieler & Co.			
Johann Schmidt	Ger. bge.	483	Mar. 10	Melchers & Co.			
Lota	Brit. bge.	472	Mar. 17	Order			
Tartar	Ger. bge.	256	Mar. 11	Melchers & Co.			
<b>CANTON</b>							
Kingpo	Brit. str.	761	Mar. 22	Siemens & Co.	Shanghai		

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-ags.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Armide	7 c	French	Flag-ship (iron-clad)	3800	12	450	Jan. 21	de la Barriere
Ashuelot	6 c	U. S.	corvette	1370	6	700	Feb. 12	Geo. H. Perkins
Charvillat	7 h	British	corvette	1606	17	400	Mar. 19	Chas. F. Hotham
Fly	7 h	British	gun vessel	584	4	120	Dec. 21	M. McNeil
Iron Duke	A. D.	British	Flag-ship (iron-clad)	3787	14	800	Mar. 15	Henry Cleveland
Lily	6 k	British	gun vessel	700	3	95	Jan. 28	B. E. Cochrane
Messence	6 k	British	military hospital	2591	...	...	...	...
Mosquito	6 h	British	gunboat	405	4	50	Jan. 30	Lt.-Com. G. A. Grey
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	20	...	...	Commodore Watson
<b>At Canton</b>								
Vigilant	...	British	despatch vessel	835	2	250	Mar. 20	William M. Annesley
Wolf	...	German	gunboat	428	...	...	Mar. 18	Becke

## HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fatchoy	153	Coulson	G. McBain
Iehang	700	Martin	Butterfield and Swire
Kin Shan	457	Benning, T.	H. C. & M. S. boat Co.
Kin Kiang	617	...	H. C. & M. S. boat Co.
Kienchow	848	Brown	Kwok Acheong
Powan	1690	Benning, A.	H. C. & M. S. boat Co.
Qin J. Jeejeebhoy	184	...	Kwok Acheong
Spark	140	Hoyland	H. C. & M. S. boat Co.
White Cloud	260	Cary	H. C. & M. S. boat Co.
Yotai	180	...	Kwok Acheong

## CHINESE GUN-VESSELS IN CANTON WATERS, &amp;c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	8	70	J. Godall
Chen-jul	210	8	70	A. Walker
Chen-to	281	7	70	Stewart
Ching-on	120	2	40	Chinese Admiral
Ching-po	180	6	60	...
Chun-tung	150	2	40	...
Li-sha	80	4	20	...
Peng-chou-hai	600	4	120	C. H. Palmer
Quang-on	120	4	40	Li Ping Tye
Shen-chi	180	5	80	H. Wade
Sut-tung	160	4	60	J. Calder
Tsing-tung	180	6	60	Bessard
Tsing-po	100	8	40	Ching

## SOOCHOW SHIPPING IN PORT.

March 15, 1879.			
<b>MERCHANT STEAMERS.</b>			
Tah Yew	for Shanghai	British	...
<b>MERCHANT SAILING VESSELS.</b>			
Anton Gunther	German barque	for Newchwang	...
Herzmann	for Newchwang	...	...
Tah of Nith	for Shanghai	British schooner	...
Willie	British schooner	...	...
<b>MEN-OF-WAR.</b>			
Cheldrake	H. M. gunboat	Chinese cruiser	...
King Feng	Chinese cruiser	...	...
<b>SHIPPING IN SHANGHAI HARBOUR.</b>			
March 14, 1879.			
<b>MERCHANT STEAMERS.</b>			
Amakoh	French	...	...
Apple	British	...	...
Bokhara	British	...	...
Chinkiang	British	...	...
Chin-se	Chinese	...	...
Diamond	British	...	...
<b>MERCHANT SAILING VESSELS.</b>			
Argus	British ship	...	...
Birchvale	British barque	...	...
Birker	British ship	...	...
Chihaya Maru	Japanese barque	...	...
Ching Tab	Chinese barque	...	...
Comaught Ranger	British ship	...	...
<b>SAILING VESSELS.</b>			
Crosby	British barque	for Newchwang	...
Donne Castle	for Newchwang	...	...
Edith	American ship	...	...
Ella Beatrice	British barque	...	...
Fiery Cross	British ship	...	...
H. Upmann	German barque	...	...
Iraza	British barque	...	...
Jerfacon	British schooner	...	...
Lea det	British ship	...	...
Lulu	British schooner	...	...
Lydia	British barque	...	...
Magdala	British ship	...	...
Moorburg	German schooner	...	...
N. Mondell	British barque	for London	...
Nourmahal	British barque	...	...
Queen of the West	British barque	...	...
Ta Hongkong	Siamese ship	...	...
Vauvius	American barque	...	...
Von Werder	German barque	for Newchwang	...
Walla Castle	American barque	...	...
W. A. Holcomb	American barque	...	...
<b>MEN-OF-WAR.</b>			
Egeria	H. M. gunboat	German corvette	...
Frye	German corvette	...	...
Monocery	H. M. corvette	...	...

## HONGKONG MARKET PRICES.

Corrected to Saturday, March 22nd, 1879.  
At 1100 Cash per Dollar Mexican.

Butcher Meat.		Price.	Highest. Lowest.	Chinese Names.
Bacon, English, . . . lb.	450	400		來路烟猪肉
" Ame. Sugar cured, . . . "	270	250		花旗烟猪肉
" Foochow, . . . "	200	180		福州烟猪肉
Beef, arloin and prime cut, cy.	160	150		尾龍扒
Beef Corned, . . . catty	130	120		鹹牛肉
" Roast, . . . "	140	130		燒牛肉
" Soup, . . . "	80	70		湯肉
" Steak, . . . "	140	130		牛肉起
Bullocks' Brains, . . . per set	50	40		牛腦
" Tongue, fresh, each	300	270		牛腦
" " corned, . . . "	300	270		牛腦
" Head, . . . "	60	50		牛頭
" Heart, . . . "	130	120		牛心
" Hump, Salt, . . . catty	130	120		牛心
" Feet, . . . each	50	45		牛脚
" Kidneys, . . . "	55	45		牛腰
" Tail, . . . "	160	90		牛尾
" Liver, . . . catty	70	60		牛肝
" Tripe (undressed), catty	55	45		牛肚
Calves' Head and Feet, set	600	500		牛仔頭脚
Hams, American, . . . lb.	320	300		花旗火腿
" Chinese, . . . "	220	200		金華火腿
" English, . . . "	350	320		來路火腿
Mutton Chop, . . . "	170	160		羊排骨
" Leg, . . . "	170	160		羊腿
" Shoulder, . . . "	130	120		羊手
Figs' Chittlings, . . . catty	70	60		猪臟
" Feet, . . . "	100	90		猪脚
" Fry, . . . "	110	100		猪雜
" Head, . . . "	90	80		猪頭
" Heart, . . . each	60	50		猪心
" Kidneys, . . . "	80	80		猪腰
" Liver, . . . lb.	110	100		猪肝
Pork, Chop, . . . catty	160	150		猪排骨
" Corned, . . . "	140	130		鹹猪肉
" Leg, . . . "	160	150		猪腿
" Fat or Lard, . . . "	120	110		猪油
Sheeps' Head and Feet, set	450	400		羊頭脚
" Heart, . . . each	50	40		羊心
" Kidneys, . . . "	70	60		羊腰
" Liver, . . . "	140	130		羊肝
Suckling Pigs, . . . "	\$2.25	\$1.50		猪仔
Suet, Beef, . . . lb.	120	—		生牛油
" Mutton, . . . "	120	110		生牛油
Sweet Bread, . . . catty	130	120		牛核
Veal, . . . "	140	130		牛仔肉
生口				
鐵雞				
鴨				
鴨蛋				
鴨蛋				
鹹蛋				
雞				
鵝				
鵪鶉				
白鴿				
白鴿				
省城家兔				
沙追				
水鴨仔				
火雞				
火雞				
海魚				
肚魚乾				
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